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AMENDMENTS TO THE GENERAL PLAN

ADOPTED BETWEEN
SEPTEMBER 1988 AND JULY 1997

PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

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PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

FOREWORD

This publication contains all amendments to the General Plan adopted between September 1988 and August 31, 1997. The amendments are presented as adopted, with the Planning Commission Resolution and Exhibits showing the actual text and/or map amendments.

This compilation of amendments is a set of copies of **all amendments** in chronological order and an index cross-referencing the amendments by General Plan Element or Area Plan. This document is available for purchase for \$ 15. Also available free of charge are the amendments from January 1, 1997 to August 31, 1997 to complement the previously purchased "Amendments to the Master Plan adopted between September 1988 and December 1996."

The General Plan was last published in September 1988 in a consistent letter-size format. That publication included all amendments adopted prior to September 1988. Subsequent major amendments, new Elements or Area Plans, including the Residence Element, Transportation Element, Community Safety Element, Arts Element, Air Quality Element, Mission Bay Plan, Central Waterfront Plan, Van Ness Plan, South Bayshore Plan and South of Market Plan, were printed separately after 1988. Program documents are generally not sold with General Plan elements or area plans and should be requested separately. All these documents are available for purchase at the Planning Department. Future amendments to the General Plan will be periodically published. Due to budget constraints, the Planning Department is presently not able to reprint the entire General Plan in a form incorporating all text and map amendments.

If you have any questions regarding General Plan Amendments please call Inge Horton of the Planning Department at 558-6279.

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The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, which are based on the principle of the conservation of energy and the principle of the conservation of momentum.

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
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NOTICE

GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

The General Plan was last printed in September 1988 in a consistent letter-size format. Unless otherwise noted with *, the Elements and Area Plans listed below are those printed in 1988. A separate publication titled "Amendments to the General Plan Adopted between September 1988 and December 1996" contains the text of those amendments for which the respective element or area plan was not reprinted.

The following Elements, Program Documents and Area Plans constitute the current General Plan as of **September 1, 1997:**

Residence Element*

Part 1: Data and Needs Analysis

Part 2: Objectives and Policies

Part 3: Implementation Programs

Residence Element Update: Subsidized Housing Preservation Analysis and Programs

Commerce and Industry Element

Recreation and Open Space Element

Programs for Implementing the Recreation and Open Space Element

Transportation Element*

Implementation Program for the Transportation Element

Urban Design Element

Environmental Protection Element

Community Facilities Element

Community Safety Element*

Arts Element*

Air Quality Element*

Downtown Plan

Chinatown Plan

Rincon Hill Plan

Civic Center Plan

Van Ness Avenue Plan

Western Shoreline Plan

Northeastern Waterfront Plan

Central Waterfront Plan*

Part 1 and Part 2 (Mission Bay)

South Bayshore Plan*

South of Market Plan*

Land Use Index

Copies of the General Plan Volume on sale at the Department do not contain the program documents for the Residence, Transportation, Open Space, Community Safety, and Air Quality Elements. They have to be purchased separately.

Please note that the General Plan is periodically updated and new or revised elements and area plans are adopted by the Planning Commission. As and when they are adopted, they become part of the General Plan. Until the Department is able to print the adopted version, the document is available as the published proposal for adoption with an addendum indicating any changes made by the Planning Commission in adopting the element or area plan.

1978

RESEARCH REPORT

THE UNIVERSITY OF CHICAGO

The following report was prepared for the Department of Political Science, University of Chicago, by the author(s) listed below. It is being made available to the public as a service to the academic community. The report is not intended for publication in a journal or book, and its content should not be used for any purpose other than for personal or internal reference.

The author(s) of this report are: [Name(s)]

Research Report

1. Title of Report

2. Author(s)

3. Date of Report

4. Summary of Report

5. Abstract

6. Introduction

7. Methodology

8. Results

9. Discussion

10. Conclusion

11. References

12. Appendix

13. Notes

14. Acknowledgments

15. Distribution

16. Comments

17. Revisions

18. Final Report

19. Distribution

20. Acknowledgments

21. Distribution

22. Acknowledgments

23. Distribution

24. Acknowledgments

25. Distribution

26. Acknowledgments

27. Distribution

This report is being made available to the public as a service to the academic community. The report is not intended for publication in a journal or book, and its content should not be used for any purpose other than for personal or internal reference.

The author(s) of this report are: [Name(s)]

PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

INDEX OF AMENDMENTS TO THE GENERAL PLAN

adopted between September 1988 and July 31, 1997

Note:

This Index contains a listing of all General Plan Amendments adopted after September 1988 when the General plan was published in a new format. Subsequent major amendments, new elements or area plans, such as the Residence Element, Transportation Element, Community Safety Element, Arts Element, Air Quality Element, Mission Bay Plan, Central Waterfront Plan, Van Ness Plan, South of Market Plan, and South Bayshore Plan, and Implementation Programs such as those of the Residence Element, Recreation and Open Space Element, Transportation Element, Community Safety Element, Air Quality Element, and the Subsidized Housing Preservation Program, were printed separately after 1988 and are available for purchase.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
INTRODUCTION	12-20-1945, R 2998	■ 6-27-1996, R 14149, 96.242M, Adopting revisions related to the new Charter.
RESIDENCE ELEMENT	4-8-1971, R 6706	■ 9-13-1990, R 12020, 90.087M, Adopting revisions to the Element as required by State Law: amending major portions of the Element, updating existing objectives and policies, adding new objectives and policies and deleting obsolete policies. ■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Generalized Land Use Plan, p. I.1.7; and Map 3 Residential Density Plan, p. I.1.9. ■ 1-9-1992, R 13238, 91.641M, Adopting: Residence Element Update: Subsidized Housing Preservation Analysis and Programs.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMERCE AND INDUSTRY ELEMENT	6-29-1978, R 8001, EE77.100	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Policies 3, 4, and 5 under Industry Objective 4, p. I.2.13; Map 1 Generalized Commercial and Industrial Land Use Plan, p. I.2.5; Map 2 Generalized Commercial and Industrial Density Plan, p. I.2.6; Map 3 Areas under Study, p. I.2.7; Map 4 Residential Service Areas of Neighborhood Commercial Districts, p. I.2.8; and Map 5 Generalized Neighborhood Commercial Land Use and Density Plan, p. I.2.9. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by : amending Map 2 Generalized Commercial and Industrial Land Use Plan, p.I.2.6, by adding a notation for the "Candlestick Point Special Use District, see applicable Planning Code Provisions"

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS	7-9-1987, R 11065, 87.223M	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 3-14-1991, R 13038, 88.113M, Adopting amendments removing the designation of "Acquire for or convert to Public Open Space" for Lot 2 of Block 5407 on Map 4 Citywide Recreation and Open Space Plan, p. I.3.18. ■ 8-15-1991, R 13149, 91.101M, Adopting amendments re: Natural Areas: adding Policy 13 under Objective 2, p. I.3.23; amending Policy 7 under Objective 2, p. I.3.17; and deleting the text Natural Areas under Policy 2 under Objective 2, p. I.3.13. ■ 10- 1-1992, R 13411, 91.548M, Adopting amendments re: Trails: amending Policy 3 under Regional Objective 1, p. I.3.4; Policy 8 under Citywide Objective 2, p. I.3.19; Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; Map 5 Western Shoreline Plan, p. I.3.30; Map 6 Northwestern Shoreline Plan, p. I.3.32; Map 7 Northeastern Shoreline Plan, p. I.3.34; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-15-1993, R 13506, 93.159M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 4 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-28-1994, R 13676, 94.118M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 3 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space. ■ 5-4-1995, R 13868, 95.120M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 3 sites to and deleting one site from Proposed Public Open Space, Acquire for or convert to Public Open Space. ■ 9-28-1995, R 13963, 95.400M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding one site to Proposed Public Open Space, Acquire for or convert to Public Open Space (Bayview Hill). ■ 4-25-1996, R 14103, 96.076M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, and Map 8 Neighborhood Open Space Improvement Priority Plan by adding 4 sites to and deleting one site from Proposed Public Open Space, Acquire for or convert to Public Open Space.

(continued on next page)

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS (continued from previous page)		■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Policy 3 under Objective 2, p.I.3.14, text under policy; Objective 3, p.I.3.25, text under Objective; Policy 1 under Objective 3, text of Restricted Land Uses and Urban Design, p.I.3.25; Policy 5 under Objective 3, text of South Beach Small Boat Harbor and Park, p.I.3.37. ■ CPC: 7-24-1997, R 14427, 96.332M, BoS: 8-18-1997, R802-97, 271-97-8. Amending the Recreation and Open Space Element by amending Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, by adding a site at the northwest corner of Turk and Hyde Streets to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space" and deleting a site at the northeast corner of Turk and Hyde Streets from the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space". ■ CPC: 7-24-1997, R 14429, 96.351M, BoS: 8-18-1997, R802-97, 271-97-8. Amending the Recreation and Open Space Element by amending Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, by adding a site at 23rd and Treat Streets to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space".
TRANSPORTATION ELEMENT	4-27-1972, R 6834	■* 3-01-1990, R 11882, 89.571M, Adopting amendments related to the Waterfront Transportation Projects: amending Map 2 Transit Preferential Streets Plan, p. I.4.14; Map 3 Rapid Transit Plan, p. I.4.17; and Map 5 Signed Bikeways Plan, p. I.4.28. ■* 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Transit Preferential Streets Plan, p. I.4.14; Map 3 Rapid Transit Plan, p. I.4.17; Map 5 Signed Bikeways Plan, p. I.4.28; and Map 6 Preferred Commute Bike Route, p. I.4.29; ■ 7-6-1995, R 13907, 94.611M, Adopting a thorough revision of the Transportation Element. * The two previous amendments are integrated in the revised Transportation Element.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
URBAN DESIGN ELEMENT	8-26-1971, R 6745	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Plan for Street Landscaping and Lighting, p. I.5.13; Map 3 Where Streets are most Important as Sources of Light, Air and Open Space, p. I.5.18; Map 4 Urban Design Guidelines for Height of Buildings, p. I. 5.34; and Map 5 Urban Design Guidelines for Bulk of Buildings, p. I. 5.35. ■ 7-20-1995, R 13917, 89.120M, Adopting amendments related to the adoption of a thorough revision of the South Bayshore Plan: amending Map 4 Urban Design Guidelines for Height of Buildings, p. I. 5.34, removing designation for 89-160 ft on Third Street west of Hunters Point Hill; and Map 5 Urban Design Guidelines for Bulk of Buildings, p. I. 5.35, removing bulk regulation on Third Street west of Hunters Point. ■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Policy 9 under Objective 2, text under b(3), p. I.5.26; Fundamental Principles for Major Development 1D, Page I.5.29; Map 4 Urban Design Guidelines for Height of Buildings, p.I.5.34, replacing the 0-40 ft designation with a 89-160 ft designation. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by amending Map 4 Urban Design Guidelines for the Height of Buildings, p.I.5.34, by adding a notation "Candlestick Point Special Use District; see applicable Planning Code Provisions".
ENVIRONMENTAL PROTECTION ELEMENT	5-24-1973, R 7020 Conservation 9-19-1974, R 7244 Transportation Noise 6-3-1982, R 9409 Energy	■ 8-17-1995, R 13941, 95.117M, Adopting amendments relating to Hazardous Waste Management: amending the Introduction, p. I.6.1; and adding Hazardous Waste section including Objectives 19 through 22 with Policies following p. I.6.32.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMUNITY FACILITIES ELEMENT	10-9-1952, R 4099 Fire Facilities 4-30-1953, R 4149 Library Facilities 5-12-1960, R 5264 Public Health Centers 8-29-1974, R 7233, Police Facilities 1-20-1977, R 7646, 76.383, Neighborhood Center Facilities 12-17-1987, R 11238, 87.733M Educational Facilities, Institutional Facilities, Wastewater Facilities, Solid Waste Facilities	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 5 Waste Water And Solid Waste Facilities Plan, p. I 7.23; and Map 6 Public Schools Facilities Plan, p. I.7.20.
COMMUNITY SAFETY ELEMENT	9-12-1974, R 7241	■ CPC: 4-24-1997, R14354, 95.679M; BoS: 8-15-1997, R758-97, 271-97-6. Adoption of the thoroughly revised Community Safety Element
ARTS ELEMENT	5-30-1991, R 13088, 91.171M	
AIR QUALITY ELEMENT	7-17-1997, R14421, 94.156M	Adoption of a new Element

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
DOWNTOWN PLAN	11-29-1984, R 10163, 83.510M	■ 10-12-1989, R 11769, 88.374M, Adopting boundary adjustment by deleting Lots 10, 11, 12 13, 14, and 15 in Block 347 from the Downtown area (C-3-G) and adding them to the North of Market Special Use District ■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 7 under Objective 17, p.II.1.39, deleting Map 6 Transportation Plan, p. II.1.43; ■ 7-13-1995, R 13909, 95.258M, Adopting amendments incorporating Policies of the Downtown Streetscape Plan: Amending Objective 22 and Policies 1,2, and 3 under Objective 22, p.II.1.46; deleting Map 7: Proposed Pedestrian Network: Downtown District and replacing it with a new Map 7: Downtown Pedestrian Network, p.II.1.47; replacing Figure 5: Pedestrian Improvement Standards and Guidelines with a new Figure 5 with the same title, p.II.1.48-50; adding Policy 6 under Objective 22, p.II.1.51; amending Box: Pedestrian Network Classification of Elements, P.II.1.51; adding Fundamental Principles for Downtown Pedestrian Network adding Figure 6: Proposed Downtown Pedestrian Network Improvements. ■ CPC: 3-6-1997, R 14324, 96.758M; BoS: 3-17-1997, R278-97, 271-97-2. Adopting amendments related to amendments to the Rincon Point South Beach Redevelopment Plan related to the Gap Building on Block 3741 lot 33 by: amending Map 1 Downtown Land Use and Density Plan, p. II.1.9.
CHINATOWN PLAN	2-19-1987, R 10929, 86.705M	■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 4 under Objective 7, p. II.2.12.
RINCON HILL PLAN	7-18-1985, R 10378, 82.39M	■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element and deleting references to intercept parking: Amending the Introduction, p.II.3.2, deleting subsection 5 under Objective 20, p.II.3.12, amending Objective 25, p.II.3.12, amending Map 5 by deleting shaded area and "5" in map and 5 with text in legend of map, p.II.3.13, deleting text "Intercept Commuter Parking" under Objective 26, p.II.3.17.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
CIVIC CENTER PLAN	7-25-1974, R 7216	■ 10-12-1989, R 11769, 88.374M, Adopting amendments related to Housing: Amending the Summary of Objectives and Policies by adding Objective 4, Policies 1 and 2, p. II.4.iii; amending the Introduction, p. II.4.2; and adding Objective 4 and Policies 1 and 2, p. II.4.5; ■ CPC: 7-25-1996, R 14165, 96.303M, BoS: 10-21-1996, R980-96,271-96-2. Adopting amendments re: Fulton Street Mall Design Guidelines; amending Policy 3 under Objective 1, p.II.4.3;
VAN NESS AVENUE PLAN	3-24-1988, R 11301, 87.586M	■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element: Deleting Policy 7 under Objective 9, p.II.5.13.
WESTERN SHORELINE PLAN	4-18-1985, R 10289, 85.64M	
NORTHEASTERN WATERFRONT PLAN	1-19-1977, R 7643	■ 3-01-1990, R 11882, 89.571M, Adopting amendments related to the Waterfront Transportation Projects: amending Policy 9 Recreation and Open Space under Objective 7, p. II.7.11; amending Policies 3 and 5 Transportation under Objective 9, p. II.7.13; amending Policy 11 Urban Design under Objective 10, p. II.7.15; amending Policy 4 Ferry Building under Objective 25, p. II.7.28; amending Policy 2 Embarcadero Roadway under Objective 27, p. II.7.38; amending Policy 1 Freight Rail Line under Objective 27, p. II.7.40; and deleting Policies 2, 3, and 4 Freight Rail Line under Objective 27, p. II.7.40; amending Policy 5 Freight Rail Line under Objective 27, p. II.7.40; and amending Policies 1, 2 and 3 Transit under Objective 27, p. II.7.42. ■ 8-22-1991, R 13159, 90.088M; Adopting amendments related to revisions to Rincon Point/South Beach Redevelopment Plan: Amending Map 3 Proposed Height and Bulk Districts, p. II.7.17; Map 4 Ferry Building Area, p. II.7.24; Policy 1 Hills Brothers Coffee under Objective 25, p. II.7.32; Policies 1 and 2 Block 3741 under Objective 25, p. II.7.32; Map 5 North China Basin Area, p. II.7.33; Policy 1 Residential Neighborhoods under Objective 26, p. II.7.36; and Policies 1 and 2 Walkways and Open Space under Objective 26, p. II.7.37,

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Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
NORTHEASTERN WATERFRONT PLAN (continued from previous page) (Continued on next page)	1-19-1977, R 7643	■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element by deleting policies regarding the Embarcadero Freeway and intercept parking: Deleting Policy 9 under Objective 8, p.II.7.12; amending Policy 1 under Objective 9, p.II.7.13; amending Policy 5 under Objective 9, p.II.7.13; amending Policy 13 under Objective 10, p.II.7.15; deleting Policy 26 under Objective 10, p.II.7.16; amending Objective 27 Embarcadero Corridor, p.II.7.38; deleting Policy 1 and 2 Embarcadero Freeway under Objective 27, p.II.7.38 and 40; deleting Policy 1 Freight Rail Line under Objective 27, p.II.7.40; deleting Policy 2 Freight Rail Line under Objective 27, p.II.7.40; deleting Map 7 Parking Plan, p.II.7.41 deleting Policy 4 Transit under Objective 27, p. II.7.42; ■ CPC: 9-19-1996, R 14194, 96.315M; BoS: 11-15-1997, R1028-96, 71-96-3. Adopting amendments for the Mid-Embarcadero and Terminal Separator Structure Replacement Project: amending Policy 4 Ferry Building under Objective 25, p. II.7. 28, amending Policy 1 and 2 Embarcadero Roadway under Objective 27, p. II.7. 38, deleting Map 6 Transportation Plan p. II.7.39; ■ CPC: 11-21-1996, R 14240, 96.410M; BoS: 1-21-1997, R82-97, 271-96-4. Adopting amendments allowing general advertising signs on transit stations and public service kiosks constructed in conjunction with the public toilet program: amending Policy 8 under Objective 10, p.II. 7.14, amending Policy 29 under Objective 10, p.II.7.16, amending Policy 4 under Objective 11; p.II.7.19, ■ CPC: 3-6-1997, R 14324, 96.758M, BoS: 3-17-1997, R278-97, 271-97-2. Adopting amendments related to amendments to the Rincon Point South Beach Redevelopment Plan related to the Gap Building on Block 3741 lot 33 by: amending Map 4 Ferry Building Area Land Use Plan, p.II.7.24, amending Policy 1 for Block 3741 under Objective 25, p.II.7.32, deleting Policy 2 for Block 3741 under Objective 25, p.II.7.32.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
NORTHEASTERN WATERFRONT PLAN (continued from previous page)	1-19-1977, R 7643	■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Introduction, The Future of the Northeastern Waterfront Plan, North China Basin Area , p.I.7.5, by adding a paragraph about the voter approved ballpark; - Policy 2 under Objective 3, p.II.8; - adding a Policy 6 under Objective 5, p.II.7.9; - Policy 1 under Objective 10, p.II.7.14; - Policy 5 under Objective 10, p.II.7.14; - Map 3 Proposed Height and bulk Districts, p.II.7.17, replacing the 40' designation with a 150-X designation for the ballpark site; - Map 5 North China Basin Area Land Use Plan, p.II.7.33, replacing the "Maritime" designation with a "Ballpark" designation; - Policy 2 Public Park under Objective 26, p.II.7.34; - Policy 1 Streets, Walkways and Open Space under Objective 26, p.II.7.37; - Policy 1 Pier 46B under Objective 26, p.II.7.38; - Policy 1 Embarcadero Corridor under Objective 27, p.II.7.38; - Glossary of Terms, p.II.7.43. ■ CPC: 7-10-1997, R14414, 97.344M; BoS: 8-11-1997, R760-97, 271-97-7. Adopting an amendment to Policy 4 under Objective 26 for Blocks 3766-3771 to increase the height of Block 3766 Lot 11 from 24 feet to 60 feet.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
CENTRAL WATERFRONT PLAN including as Part 2 MISSION BAY PLAN	7-3-1980, R 8631	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending the Introduction, Background, Objectives and Policies generally with minor changes necessitated by adding the Mission Bay Plan as Part 2 of the Central Waterfront Plan; and amending Map 1 Central Waterfront Planning Area, p. II.8.13. ■ 9-27-1990, R 12040, 86.505M, Adoption of Mission Bay Plan as Part 2 of the Central Waterfront Plan; ■ 2-14-1991, R 13017, 86.505M, Adopting amendments to the Mission Bay Plan (Chapter 3 and 4) which increase the proposed number of housing units and live/work units; ■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element: Deleting Policy 6 under Objective 7, p. II.8.10. ■ CPC: 11-21-1996, R 14240, 96.410M; BoS: 1-21-1997, R82-97, 271-96-4. Adopting an amendment to the Commerce and Industry Design Guidelines 2.9 allowing general advertising signs on transit stations along King Street; ■ CPC: 4-24-1997, R 14355, 96.684M; BoS: 6-16-1997, R250-97, 271-97-3. Adopting Amendments to the Mission Bay Plan expanding the Commercial-Light Industrial district to include the property north of 16th Street at Owens and 6th Streets and other amendments related to the development of the UCSF Laboratory Building: Chapter 3 of the Mission Bay Plan: amending text under Overall Land Use and Development Program, p.3-1, amending Table 3-1, p.3-2, amending Figure 5 Land Use Plan and Figure 6 Mission Bay Plan Illustrative, amending text under Policy 6 under Objective 6, p.3-10, amending Figure 8 Building Density Plan, amending Figure 9 Residential Density Plan and its legend, amending text under Policy 1 under Objective 10, p.3-14, amending text under Policy 1 under Objective 11 in two places on p.3-14 and 3-15, amending text under Policy 6 under Objective 12, p.3-15, amending Figure 10 Residential Building Types, amending Figure 11 Required Mid-Block Lanes and Mid-Block Parks, p.3-25, amending text under Commerce and Industry, p.3-65, amending Figure 14 Commerce and Industry Plan, amending text under Commerce and Industry, Guidelines, Permitted Density, p.3-73, amending text under Commerce and Industry, Guidelines, Height and Bulk, p.3-76, amending text under Commerce and Industry, Guidelines, Design of the Backs of West-of-Owens

(Continued on next page)

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
CENTRAL WATERFRONT PLAN including as Part 2 MISSION BAY PLAN	7-3-1990, R 8631	Street Building, p.3-79, amending text under Commerce and Industry, Guidelines, Parking, p.3-79, amending text under Commerce and Industry, Guidelines, Open Space, p.3-81, amending text under Policy 4 under Objective 32, p.3-111, amending text under Street Design Guidelines, General Intent, p.3-124. Amending Chapter 4 of the Mission Bay Plan: amending text under Guiding Principles for Plan Implementation, The Subdivision Map Process, p.8, amending text under Guiding Principles for Plan Implementation, The Sequence of Development, Infrastructure, p.15, adding to the text under Guiding Principles for Plan Implementation, Hazardous Materials Remediation, p.18 end of page, amending text of the Proposed Transportation Management Program for Mission Bay, p.36
SOUTH BAYSHORE PLAN	2-19-1970, R 6486	■* 3-5-1992, R 13303, 90.299, Adopting amendment to Executive Park Subarea Plan: Amending text under Objective 13, p. II.9.7; amending Policy 5 Residential Communities under Objective 13, p. II.9.8; amending Policy 8 Parking under Objective 13, p. II.9.9; amending Map 2 San Francisco Executive Park Land Use Plan, p. II.9.10; amending Map 3 San Francisco Executive Park Auto Access, p. II.9.11; amending Map 4 San Francisco Executive Park Auto Egress, p. II.9.12; deleting Map 5 San Francisco Executive Park Internal Auto Circulation, p. II.9.13; and amending Map 6 San Francisco Executive Park Urban Form Plan, p. II.9.14. ■ 7-20-1995, R 13917, 89.120M, Adopting a thorough revision of the South Bayshore Plan. * <i>The previous amendments are integrated in the revised South Bayshore Plan.</i> ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by : amending Figure 3 Generalized Land Use and Density Plan, p.II.9.8, to designate the "Candlestick Point Special Use District"; amending Figure 4 Candlestick Point Perimeter Proposed Revitalization Area, p.II.9.10, to show that Stadium, Commercial, Parking and Open Space uses are permitted within the Candlestick Point Special Use District; adding a new Policy 7.4 concerning commercial development in the Candlestick Point Special Use District, p.II.9.32.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
SOUTH OF MARKET PLAN	2-15-1990, R 11868, 88.354	■ 7-6-1995, R 13709, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 6 under Objective 5, p. II.10.17.
LAND USE INDEX	12-17-1987, R 11238, 87.733M	■ 7-20-1995, R 13917, 89.120M, Adopting revisions related to the South Bayshore Plan: Revising the index for Housing Land Use Policies, South Bayshore Area Plan, p. III.1.2; revising the index for Commerce and Industry Policies, South Bayshore Area Plan, p. III.1.5; revising the map "Generalized Neighborhood Commercial Land Use and Density Plan", by adding a designation for a Small-Scale Neighborhood Commercial District to Innes Street east of Hawes Street, p.III.1.8; replacing the map "South Bayshore Plan" with a map "South Bayshore Generalized Land Use Plan", p. III.1.11; revising the index for Recreation and Open Space Policies, South Bayshore Area Plan, p. III.1.14; revising the index for Public Facilities Policies, South Bayshore Area Plan, p. IH.1.16; revising the index for Population Density and Building Intensity Policies, South Bayshore Area Plan, p. III.1.25; amending the map "Urban Design Guidelines for Height of Buildings" by removing the designation 89-160 ft on Third Street west of Hunters Point Hill, p. III.1.29; amending the map "Urban Design Guidelines for Bulk of Buildings" by removing the bulk regulation designation on Third Street west of Hunters Point Hill, p. III.1.30; adding a map "San Francisco Executive Park: Urban Form Plan". ■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Map 4, Urban Design Guidelines for Height of Buildings, p.III.1.29, Map 5, North China Basin Area Land Use Plan, p.III.1.12. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by amending all maps and policies as related to amendments listed above for the Commerce and Industry Element, Recreation and Open Space Element, Urban Design Element, and the South Bayshore Plan.

File No. 88.374EMZ
Deletions and Modifications to
the Civic Center Area Plan and
the Downtown Area Plan

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11769

WHEREAS, The Charter requires that the City Planning Commission (hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The Civic Center Area Plan was adopted on July 25, 1974, when the Commission approved Resolution Number 7216, and on November 29, 1984, the Commission approved Resolution Number 10163 adopting the Downtown Area Plan; and

WHEREAS, Acting on various concerns to protect and enhance the housing resources in the area, and conserve and upgrade the existing low and moderate income housing stock, and after a duly noticed public hearing, the Commission adopted interim zoning controls on September 1, 1988, in Resolution No. 11448, for seven parcels in the block bounded by Golden Gate Avenue, Hyde, Larkin, and McAllister Streets, Lots 4, 10, 11, 12, 13, 14 and 15 in Assessor's Block 347, by adding to the C-3-G (Downtown General Commercial) zoning classification an Interim RC-4 (Residential-Commercial Combined, High Density) District, extending the North of Market Residential Special Use District boundaries to include these properties, and a Height and Bulk District classification of 80-X and 80-T; and

WHEREAS, The interim controls were subsequently approved by the Board of Supervisors and by the Mayor and are in effect until, on or about, February 28, 1990; and

WHEREAS, The Commission has initiated consideration of adopting the interim controls for the subject property as permanent controls; and

WHEREAS, The Commission, in Resolution No. 11448, stated that the adoption of the interim controls was a holding action to allow the consideration of the appropriateness of both the zoning and the policies that are contained in the current Master Plan, dealing with the retention of housing and the preservation of neighborhoods; and

WHEREAS, The Civic Center Area Plan does not include housing as a land use; and

WHEREAS, On August 18, 1989, the Department published a document identified as Proposal for Citizen Review: Consideration of Amendments to the Civic Center Area Plan and the Downtown Area Plan of the San Francisco Master Plan; and

CITY PLANNING COMMISSION

File No. 88.374EMZ Deletions
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WHEREAS, On August 18, 1989, notice of the proposed amendments was published in a newspaper of general circulation; and

WHEREAS, On September 14, 1989, the Commission held a duly noticed public hearing at a regularly scheduled meeting to discuss the proposed amendments and voted its intent to approve the proposed amendments, and the matter was continued to September 21 and 28, and October 12, 1989 for consideration of the language of the final resolution; and

WHEREAS, The Department of City Planning has reviewed the proposed amendments pursuant to Chapter 31 of the San Francisco Administrative Code and the California Environmental Quality Act and has concluded, in a memorandum dated September 12, 1989, that the map changes in the Downtown Plan would require no additional environmental review because they could not result in a substantial change in the environmental effects which were analyzed under Case File No. 88.374E in a Negative Declaration adopted September 1, 1988; and

WHEREAS, It was further determined, that the amendment of the Civic Center Area Plan by adding objectives and policies to protect and enhance housing was a procedural change, in that the amendment is consistent with the existing Priority Policies of the Planning Code and has no effect on the physical environment as documented in a Certificate of Exemption from Environmental Review dated September 14, 1989; and

WHEREAS, Concurrently with the proposed Master Plan amendments, the Commission conducted duly noticed public hearings to consider permanent reclassification of the Lots 4, 10, 11, 12, 13, 14 and 15 in Assessor's Block 347; and

WHEREAS, The proposal is to amend the Civic Center Area Plan by adding a housing category with corresponding objective and policies and to amend the Downtown Area Plan by deleting Assessor's Block 347, consistent with the attachment labeled Exhibit A; and

WHEREAS, Both the Downtown C-3 Districts (Section 212(e)) and the North of Market Residential Special Use District (Section 249.5(c)) require conditional use authorization for demolition of residential buildings; and

WHEREAS, The proposed Master Plan amendments are consistent with existing provisions of the Master Plan including the following:

Residence Element

Objective 1, Policy 1

Encourage Development of Housing on Surplus, Underused and Vacant Public Lands.

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Objective 3

To retain the existing supply of housing

Policy 1

Discourage the demolition of existing housing

Policy 3

Preserve the existing stock of residential hotels

Objective 5, Policy 8

Ensure that Office Developments and Higher Educational Institutions
Assist in Meeting the Housing Demand They Generate.

Objective 6, Policy 3

Minimize Disruption Caused by Expansion of Institutions into
Residential Areas.

Downtown Area Plan

Space for Housing

Objective 1

Expand the supply of Housing in and adjacent to Downtown

Objective 2

Protect residential uses in and adjacent to Downtown from
encroachment by commercial uses; and

Space for Commerce

Objective 2, Policy 2

Guide location of office development to maintain a compact downtown
core and minimize displacement of other uses; and

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WHEREAS, The proposed Master Plan amendments are on balance consistent with the Eight Priority Policies of the Planning Code based on the following findings:

1. The proposed Master Plan amendments will not cause the loss of neighborhood-serving retail uses in that commercial uses will still be permitted.
2. The proposed Master Plan amendments are intended to protect and enhance housing resources in the area near the employment centers of Downtown and the Civic Center, conserve and upgrade low and moderate income housing, preserve the existing scale of development, encourage new infill housing at compatible densities, and limit development of commercial uses which could adversely impact the residential uses of the area. The Master Plan amendments would, therefore, conserve and protect the existing housing and neighborhood character and preserve the cultural and economic diversity of the neighborhood.
3. For the reasons set forth in 2 above, the Master Plan amendments will promote the City's efforts to preserve and enhance the supply of affordable housing.
4. The proposed Master Plan amendments would limit commuter traffic by encouraging residences near the downtown employment core. This arrangement would help reduce demand on cross-city and regional transportation systems by locating residences in close proximity to work places in an area that is well-served by transit, which would reduce the need for the use of private vehicles. Because of the proximity of the Civic Center to major employment centers and shopping, and its excellent public transit service, it is unlikely that future residents would generate substantial increases in traffic or transit demand.
5. There are no industrial and service sector businesses currently located in the subject area. The proposed Master Plan amendments will not effect this policy.
6. Any new development would meet current Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake. Existing City efforts designed to reduce seismic risks include emergency response planning. The City is in the process of preparing a seismic retrofit ordinance to address unreinforced masonry buildings.
7. The proposed Master Plan amendment, by itself, would not adversely effect landmarks and historic buildings located in the Civic Center area.
8. New development under the proposed Master Plan amendments would be similar in size, height, density, and use to existing

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buildings in the area. The proposed Master Plan amendment, by itself, would not adversely affect parks and open space, or their access to sunlight and vista: and

WHEREAS, The City Planning Commission deems these changes appropriate and desires to adopt the text and map changes as amendments to the respective Elements of the Master Plan:

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt as amendments to the Master Plan for the City and County of San Francisco the amendments contained in the document titled Amendments to the Civic Center Area Plan and the Downtown Area Plan of the Master Plan and dated September 21, 1989, and

BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the amendments, and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby Approves Master Plan Amendments Case No. 88.374EMZ subject to the following conditions attached hereto as EXHIBIT A which is incorporated by reference as though fully set forth.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on October 12, 1989.

Lori Yamauchi
Secretary

AYES: Commissioners Bierman, Boldridge, Engmann, Hu, and Morales

NOES: Commissioner Karasick

ABSENT: None

ADOPTED: October 12, 1989

GMS:mj:331

CITY PLANNING COMMISSION

File No. 88.374EMZ Deletions
and Modifications to the
Civic Center Area Plan and
the Downtown Area Plan
Resolution No. 11769

EXHIBIT A

AMENDMENTS TO THE CIVIC CENTER
AREA PLAN AND THE DOWNTOWN AREA PLAN

RE: 88.374EMZ:
Amendments to the Civic Center Area Plan and the Downtown Area Plan
of the San Francisco Master Plan to protect and enhance the housing
resources in the Civic Center Area.

The proposal is to amend the Civic Center Area Plan and the Downtown Area Plan.

A. The proposal is to amend the Civic Center Area Plan by:

- (1) Amending the Summary of Objectives and Policies (Page II.4.iii)
by adding:

OBJECTIVE 4

PROTECT AND ENHANCE THE HOUSING RESOURCES IN THE CIVIC CENTER
AREA.

POLICY 1

Conserve and upgrade existing low and moderate income housing

POLICY 2

Encourage new infill housing at a compatible density.

- (2) Amending the Introduction by adding a fifth category to the
introduction (Page II. 4. 2).

5. Housing

The Housing category encompasses the existing low and
moderate income housing stock and new infill housing.

- (3) Amending the text by adding a fourth objective (Page II.4.5).

OBJECTIVE 4

PROTECT AND ENHANCE THE HOUSING RESOURCES IN THE CIVIC CENTER
AREA.

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Exhibit A
Page Two

To preserve the scale and character of outlying neighborhoods and promote the vitality of the Civic Center Area, new housing should be located in the Civic Center Area in underused commercial areas. At the same time, the existing housing supply in the Civic Center Area should be protected from demolition or conversion to nonresidential uses.

POLICY 1

Conserve and upgrade existing low and moderate income housing stock.

Conservation and protection of the existing supply of housing in the Civic Center Area will promote the City's efforts to preserve and enhance the supply of affordable housing.

Many parts of San Francisco were developed before zoning regulations separated various types of land uses. As a result, many housing units were built in areas also containing non-residential uses. Most of these housing units are sound or rehabilitable and are relatively inexpensive. They represent a significant, irreplaceable portion of the City's housing supply.

Demolition of residential units should be subject to conditional use review. The City Planning Commission should require evidence that the public benefits of the alternative use are more desirable than retaining the housing.

POLICY 2

Encourage new infill housing at a compatible density.

Expanding the supply of housing in the Civic Center Area will complement and enhance the existing housing in the area by providing a broader residential presence.

Increasing the supply of housing in the Civic Center Area will allow more residents to benefit from the Civic Center Area's convenient accessibility to major culture, employment, and shopping centers.

B. The Downtown Area Plan is proposed to be amended by deleting lots within the RC-4 (Residential-Commercial Combined, High Density) District and North of Market Residential Special Use District in Assessor's Block 347, part of the block bounded by Golden Gate Avenue, Hyde, Larkin and McAllister Streets from Maps 1, 2, 3, 4, 5 and 7.

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11882

WHEREAS, The Master Plan for the City and County of San Francisco, as adopted by the City Planning Commission, is intended to be a comprehensive, long-term, general plan for the improvement and future development of the city; and

WHEREAS, The Recreation and Open Space, Transportation, Urban Design, Downtown Plan, and Northeastern Waterfront Plan Elements of the Master Plan outline land use and transportation design guidelines and improvements for the city's waterfront; and

WHEREAS, In November, 1985 The Board of Supervisors passed Resolution No. 965-85 adopting as Board Policy the I-280 Transfer Concept Program; a program for the development and implementation of a series of waterfront transportation projects including the Muni Metro Extension, the removal of portions of the elevated Embarcadero Freeway, the removal and reconstruction of the terminus of the I-280 Freeway, improvements on King and Berry Streets, and the E-Line and F-Line historic streetcar connections; and

WHEREAS, the Board of Supervisors in adopting the I-280 Transfer Concept Program also adopted a set of Environmental Findings; and

WHEREAS, The following subsequent actions have amended the city's initial I-280 Transfer Concept Program:

- (a) the citizens of San Francisco voted in June 1986 to leave The Embarcadero Freeway intact;
- (b) the Draft Mission Bay Plan currently under consideration by the Planning Commission calls for a major boulevard on King Street with Muni Metro running in the median rather than a one-way couplet on King and Berry Streets; and
- (c) historic streetcar service plans for the waterfront have been amended to include only the F-Line operations from the end of Market Street, to the south end of Justin Herman Plaza via Steuart Street, and north on The Embarcadero to Fisherman's Wharf; and

WHEREAS, The City Planning Commission certified the "I-280 Transfer Concept Program EIR" in 1985; and

WHEREAS, "The Embarcadero Urban Design Study" completed in 1988 established an urban design concept for the Embarcadero Corridor that incorporates The Embarcadero Roadway Project, the Muni Metro Extension, the F-Line, and the I-280 ramps reconstruction project; and

WHEREAS, The urban design concept has evolved over a period of two years with input from the public and the affected city agencies and was initially based on the guidelines and policies of the Northeastern Waterfront Plan; and

WHEREAS, Certain portions of the new Waterfront Transportation Projects package conflict with existing Master Plan policies and amendments to the City

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File No. 89.571MR
Waterfront Transportation Projects
Resolution No.
Page Two

and County of San Francisco Master Plan are deemed appropriate to acknowledge support for the revised plans; and

WHEREAS, Planning Code §101.1 requires a finding of consistency with the eight Priority Policies of the Master Plan, now

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt the amendments to the Master Plan of the City and County of San Francisco as outlined in "Attachment A - Proposed Waterfront Transportation Projects, Master Plan Amendments"; and

BE IT FURTHER RESOLVED, That the City Planning Commission finds the Waterfront Transportation Projects consistent with the Master Plan policies as amended; and

BE IT FURTHER RESOLVED, That the City Planning Commission finds the Waterfront Transportation Projects consistent with the Master Plan Priority Policies; and

BE IT FURTHER RESOLVED, That the City Planning Commission adopts the Environmental Findings for the I-280 Transfer Concept Program as adopted by the Board of Supervisors and modified, as noted in "Attachment B," to reflect changes incorporated into the program since 1985; and

BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the amendments, and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on March 1, 1990.

Sharon Rogers
Acting Secretary

Ayes: Commissioners Bierman, Boldridge, Engmann,
Karasick, Hu, Morales and Sewell

Noes: None

Absent: None

Adopted: March 1, 1990

ATTACHMENT A

PROPOSED WATERFRONT TRANSPORTATION PROJECTS MASTER PLAN AMENDMENTS

TRANSPORTATION

Transit Preferential Streets Plan

Page I.4.14; Map 2

King Street is currently designated as a "Transit Preferential Street" from The Embarcadero west to the SP Depot, presently located at Fourth and Townsend Streets. It is recommended that the designation be extended to Sixth and King to reflect service extension plans. See attached map.

Rapid Transit Plan

Page I.4.17; Map 3

Beach Street in Fisherman's Wharf is currently designated as a "Major Crosstown Bus Route." It is recommended that Beach be designated as a "Surface Streetcar Line" to reflect proposed alignment of the F-Line.

King Street is currently designated as a "Surface Streetcar Line" from The Embarcadero west to the SP Depot, presently located at Fourth and Townsend Streets. It is recommended that the designation be extended to Sixth and King to reflect service extension plans.

See attached map for recommended changes.

Signed Bikeways Plan

Page I.4.28; Map 5

Beach Street in Fisherman's Wharf is currently designated as a "Class III" (Route Signs Only) bikeway. It is recommended that this designation be shifted to North Point Street to provide a safe connection from The Embarcadero Roadway into Fisherman's Wharf.

The Embarcadero Roadway is currently designated as a "Class I" (Off Road, Separate Path) bikeway. It is recommended that this designation be changed to a "Class III" bikeway to reflect the current design concept for The Embarcadero Roadway.

See attached map for recommended changes.

NORTHEASTERN WATERFRONT PLAN

Recreation and Open Space

Page II.7.11; Objective 7, Policy 9

Develop a continuous bicycle path along the Northeastern Waterfront, ~~separated and-protected-from-vehicular-traffic-where-possible,~~ and that is linked with the city-wide bicycle route system.

Transportation

Page II.7.13; Objective 9, Policy 3

Minimize the impact of regional transportation movement along the Northeastern Waterfront by encouraging transit use through the addition and improvement of service and through the use, wherever possible, of exclusive rights-of-way and other types of transit preferential treatment. ~~Prohibit ramping to and from the I-280 freeway within the area east of Third Street, except that a transit only ramp to Second Street should be provided.~~ Remove the I-280 freeway structure east of Sixth Street and prohibit new ramps east of Fifth Street.

Page II.7.13; Objective 9, Policy 5

Improve transit service to, and along, the Northeastern Waterfront. Establish ~~a transit line-rail service in an exclusive right-of-way along The Embarcadero between the South of Market area and the Fisherman's Wharf area which would primarily make use of existing railroad tracks, including those on The Embarcadero, and which~~ that would connect to numerous other transit lines, and to a parking reservoir at the southern end ~~intercept parking facilities.~~

Urban Design

Page II.7.15 - Objective 10; Policy 11

Maintain and enhance existing grade level view corridors to the Bay particularly from Kearny, Broadway, Howard, and Folsom, Bryant, Brannan, and Beale Streets and to the bulkhead buildings or significant architectural features from Bay, Front, Green, Vallejo, Market, Mission, Harrison, Stewart, and Townsend Streets. ~~and~~ Create new view corridors at Pacific and Howard Greenwich Streets.

Ferry Building Area

Page II.7.28 - Objective 25; Ferry Building, Policy 4

Create a plaza for passive recreation uses in front of the Ferry Building between Pier 1 and the Agriculture Building by the removal of parking and the reduction in width to two northbound lanes of The Embarcadero roadway. Design the plaza to create a visual setting for the Ferry Building and a symbolic terminus to Market Street. On an interim basis, until the Ferry Building is redeveloped and additional accessory parking provided, widen the sidewalk in front of the Ferry Building as part of a waterfront promenade, develop a smaller plaza directly in front of the building, and permit a single row of parking on either side of the Ferry Building. Use special paving materials for the promenade, the smaller plaza, and the parking row and access lanes so these elements are visually integrated....

Embarcadero Corridor

Page II.7.38 - Objective 27; Embarcadero Roadway, Policy 2

Improve The Embarcadero Roadway as follows:

- (a) Provide two lanes each for southbound and northbound traffic with right and left turn channelization at selected intersections;
- (b) Include an exclusive right-of-way for transit and ~~freight-rail-service~~ public right-of-way;
- (c) Provide a promenade for pedestrians, ~~and joggers and bicyclists~~ along the water side of the roadway and a bikeway for cyclists on the roadway;
- (d) Provide signalized pedestrian crossings, integrated with transit stops along The Embarcadero at Pacific, Bay, Sansome, Filbert, Green, Broadway,

Washington, Market, Mission, Folsom, Bryant, and Brannan Streets and on King Boulevard at Townsend, Second, and Fourth Streets. Establish traffic signals and speed limits which give priority to pedestrian movement across The Embarcadero roadway;

(e) Light the roadway with the same ornamental fixtures similar to those presently found along The Embarcadero. Lighting levels should be sufficient for public safety while avoiding unnecessary glare. Plant a generally continuous row of large street trees with an irrigation system along the right-of-way, transitway and promenade in a way that protects the urban maritime character of the waterfront and preserves the views of the bay.

Page II.7.40 - Objective 27; Freight Rail Line, Policy 1

North of Howard Street, locate the Beltline in the Embarcadero transit median and share tracks with the Embarcadero transit line. Maintain Beltline track north to Piers 30 and 32 if necessary for maritime activities. The Beltline track should share right-of-way with the roadway travel lanes on King Boulevard and The Embarcadero.

Page II.7.40 - Objective 27; Freight Rail Line, Policy 2

From Howard Street, relocate the Beltline Railroad to Stuart Street to reduce its impact on the waterfront and create water-related activities.

Page II.7.40 - Objective 27; Freight Rail Line, Policy 3

Between Harrison Street and Pier 28, keep the Beltline in its present location along the inland side of the Embarcadero roadway.

Page II.7.40 - Objective 27; Freight Rail Line, Policy 4

South of Pier 28 continue the Beltline on its own track but run it in a center median along King Street.

Page II.7.40 - Objective 27; Freight Rail Line, Policy 52

Maintain Accommodate spur tracks to Piers 26, 28, 30, and 32 from locations on the inland side of the roadway the relocated Beltline if necessary to serve maritime use. Separate the roadway from the piers south of the Bay Bridge with a wide truck access area. Provide rail storage and additional truck parking for maritime piers on Blocks 3771 and 3772.

Page II.7.40 - Objective 27; Transit, Policy 1

Build a Provide rail transit system to operate on the median dual-track transitway (the Embarcadero "E" line) service in an exclusive transitway from Fort Mason to the Southern Pacific Depot. An extension of Market Street surface rail, the F-Line should operate north of Market Street; the vehicles should be historic in character in order to provide a special waterfront transit identity. Make the system compatible with Beltline freight operations and compatible with the Muni Metro light rail vehicles proposed to use the break-out from subway service at Stuart Street. South of Market Street the transit service should be a surface extension of the Muni Metro. Provide dual tracks to be shared by the light rail and the cars between Howard Street and the Southern Pacific Depot. Allow for continuous rail transit service along the length of the waterfront in the future.

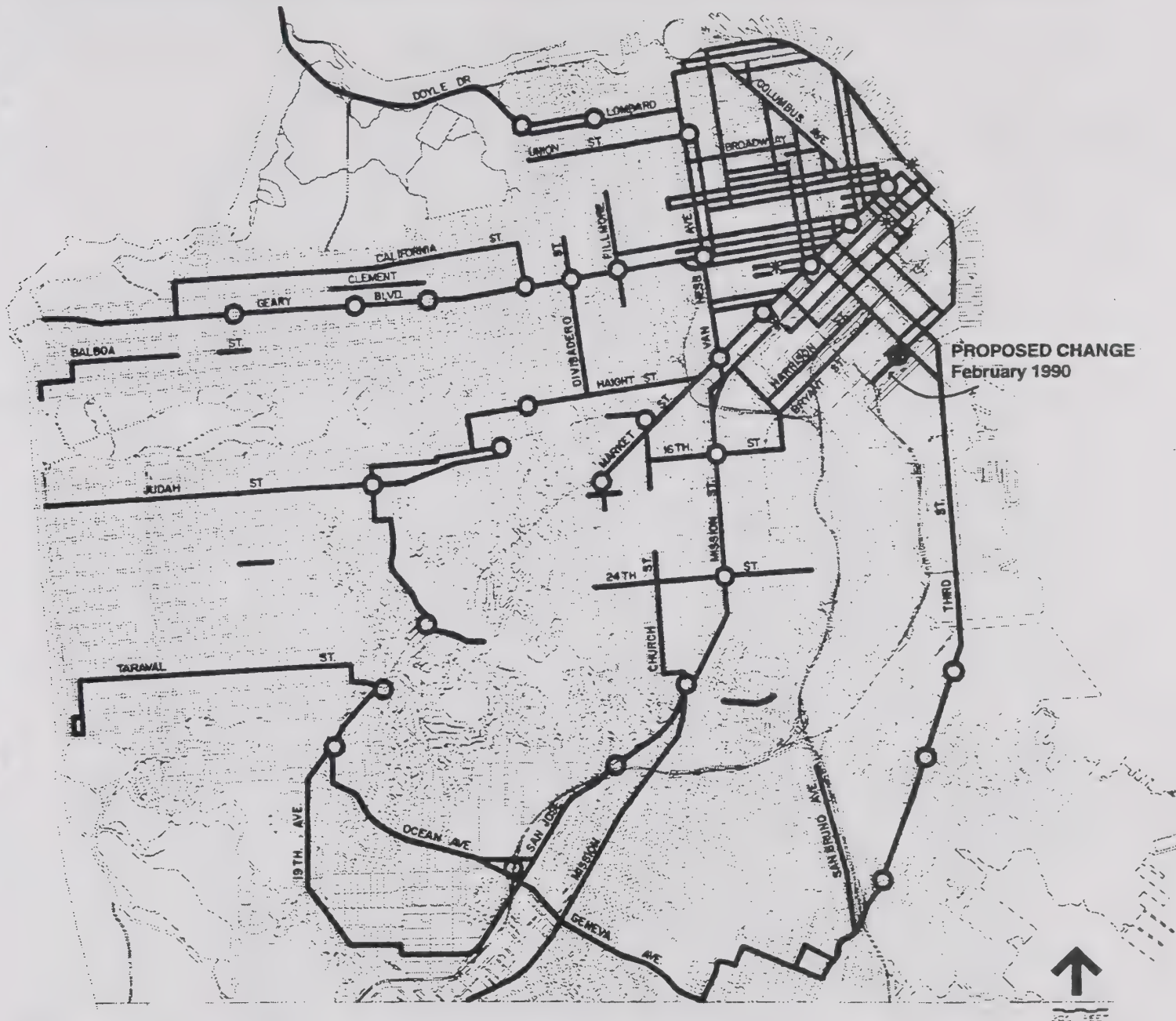
Page II.7.42 - Objective 27; Transit, Policy 2

Provide a storage facility for E-Line rail vehicles adjacent to under the stub end of the Interstate-280 freeway near King and Fourth Sixteenth and Owens Streets, in a small portion of the area proposed as an intercept parking lot.

Page II.7.42 - Objective 27; Transit, Policy 3

Provide transit stops at Pacific, Bay, Sansome, Filbert, Green, Broadway,
Washington, Market, Mission, Folsom, Bryant, Brannan, Townsend, Second and
Fourth Streets.

RLK:430
2/21/90



TRANSIT PREFERENTIAL STREETS PLAN

Map 2

- * Regional Transit Terminal
- Transit Center
- Transit Preferential Street

Transit preferential streets (TPS) are based on criteria of transit service density, as measured in transit vehicle and/or passengers per hour and/or a traffic interference conflict area. All surface rail operations (cable car, metro and streetcars) are designated as TPS by fact of the different operating characteristics of rail vehicles. In addition, short segments of a few blocks are designated TPS to connect segments for system continuity.

The transit vehicle density is based on all regularly scheduled public transit operation over the street segment, including Muni, Golden Gate, and Samtrans buses. As transit service levels change, additional street segments may be classified as transit preferential streets.



RAPID TRANSIT PLAN

Map 3

- Rapid Transit Line
- Surface Streetcar Line
- Transit Center
- Combined Bart & Muni Subway Station
- Major Crosstown Bus Route

The final system form (subway, surface, or combination) should be determined after a thorough study considering economic, social and environmental impacts on the neighborhoods and requirements of transit to marin county and the third street corridor. All rapid transit line additions will be the subject of extensive technical studies and public hearings, and are contingent on the availability of resources. The long range transit and circulation requirements of the city indicate a need for further investment in transit to upgrade the quality, efficiency and equity of service to all neighborhoods.

PROPOSED CHANGE
February 1990

PROPOSED CHANGE
February 1990



SIGNED BIKEWAYS PLAN

Map 5

- Class I , Off-Road, Separate Path
- Class II , Striped Lanes and Signs
- - - - Class III, Route Signs Only
- Ⓐ American Youth Hostel, Bldg 240, Fort Mason

File 90.087EM
RESIDENCE ELEMENT
RESOLUTION OF
ADOPTION

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 12020

WHEREAS, Resolution No. 12000, a Resolution of Intent to Adopt the Residence Element was unanimously approved by the City Planning Commission at its regular meeting on August 16, 1990; and

WHEREAS, Resolution No. 12000 contained findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process and the Residence Element's consistency with other elements of the Master Plan and with Section 101.1 of the City Planning Code; and

WHEREAS, the The Residence Element - Proposal for Adoption - Revised incorporates amendments proposed on August 16, 1990, by the staff and the Planning Commission, based on the public review process, and further amendments responding to the Housing and Community Development Department review dated August 27, 1990;

THEREFORE BE IT RESOLVED, that the San Francisco City Planning Commission adopts and incorporates those findings related to citizen participation, the California Housing and Community Development review process and the Residence Element's consistency with Section 101.1 of the City Planning Code, including the environmental findings contained in Resolution No. 12000 as "Exhibit C":

BE IT FURTHER RESOLVED that the San Francisco City Planning Commission hereby adopts the document, entitled "Residence", subtitled "Proposal for Adoption" dated July, 1990 (attached hereto as Exhibit A) as amended by the Memorandum of August 9, 1990 (attached hereto as Exhibit B) and by the Planning Commission August 16, 1990 (attached hereto as Exhibit C) and by the Memorandum of September 6, 1990 which contains responses to the review by the Department of Housing and Community Development (attached hereto as Exhibit D) in relation to the environmental findings (attached hereto as Exhibit E).

BE IT FURTHER RESOLVED, that the Department transmit a summary of Board of Supervisors actions required to implement the Residence Element to the Board of Supervisors for its review and information.

File 90.087 EM
RESIDENCE ELEMENT
RESOLUTION OF
ADOPTION
No. 12020
Page 2

I hereby certify that the foregoing resolution was ADOPTED by the City Planning Commission at its regular meeting September 13, 1990.

Linda Avery
Secretary

AYES: Commissioners Bierman, Hu, Morales, Karasick
NOES: None
ABSENT: Commissioners Boldridge, Engmann, Sewell

RESI:62



ADOPTED SEPTEMBER 13, 1990

AN ELEMENT OF THE MASTER PLAN OF
THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 12040

WHEREAS, Mission Bay is generally bounded by Third Street, Berry Street, Fourth Street, the China Basin Channel, China Basin Street, Mariposa Street, Pennsylvania Street, Seventh Street, and Townsend Street; Assessor's Blocks 3795-3798, 3804-3806, 3809, 3810, 3813, 3819, 3822, 3832, 3835, 3837-3841, 3849-3853, 3880, 3892, 3942, and 3944; Lot 2 in Block 3940; portion of Block 3941 westerly of China Basin Street; Lot 6 in Block 3943; Lot 1 in Block 3948; and portion of Block 9900 along China Basin Street; and

WHEREAS, Mission Bay is an underutilized and relatively undeveloped industrial area, formerly railroad yards, with about 100 primarily industrial uses within its approximately 313 acres; and

WHEREAS, The Department of City Planning (hereinafter "Department") has been undertaking a planning and environmental review process for Mission Bay since 1985, during which time the Department has studied the planning and environmental implications of a Mission Bay plan and development agreement, and amendments to the Master Plan, Central Waterfront Plan, City Planning Code and Zoning Map with respect to Mission Bay, and between 1985 and 1989 released for public review a Background and Preliminary Findings Report (November 1985), Objectives and Policies - Proposal for Citizen Review (December 1985), Choices for Mission Bay - Planning Considerations (June 1986), Objectives and Policies - Revised Draft (September 1986), 21 Special Studies (September 1986), the Mission Bay Plan - Proposal for Citizen Review (January 1987), a Draft Environmental Impact Report (EIR) (August 12, 1988), a Supplemental EIR (March 17, 1989) and a variety of other documents, and conducted numerous public forums, workshops and small group meetings, and provided for appropriate public hearings before the City Planning Commission; and

WHEREAS, Santa Fe Pacific Realty Corporation (Catellus Development Corporation's former business name until June 1, 1990) submitted its application for Environmental Review on September 22, 1986, under case file no. 86.505E; and

WHEREAS, The City amended the San Francisco Administrative Code by adding Chapter 56 thereto on August 1, 1988, to permit execution of development agreements between the City and developers for large multi-phase and mixed use development projects such as the Mission Bay project; and

WHEREAS, Catellus Development Corporation, ("Catellus") the applicant and developer, filed its Development Agreement Application for the Mission Bay project (case file no. 86.505) with the Department on May 1, 1989, pursuant to state law and Chapter 56 of the San Francisco Administrative Code; and

WHEREAS, On January 31, 1990, the Department released for public review proposed plans and programs, including the Mission Bay Plan - Proposal for Adoption Chapters 1, 2 and 3 as a proposed addition to the Master Plan and the Central Waterfront Plan, a Summary - Mission Bay Proposal, and a Fiscal and Financial Evaluation of the Mission Bay Project; and

WHEREAS, On March 23, 1990, the Department released for public review proposed plans and programs, including the Housing Proposal for Mission Bay, the Affirmative Action and Economic Development Plan for the Mission Bay Project, Mission Bay Child Care Facilities Plan, Mission Bay Cultural Center, Synopsis of Hazardous Materials Investigation and Remediation Program, Energy Plan for Mission Bay, Recommended Water Conservation Measures to the Extent Feasible, Mission Bay Emergency Response Plan and Mission Bay Business Relocation Assistance Plan; and

WHEREAS, On June 1, 1990, the Department released for public review Environmental Impact Report (EIR) Volume Four, Draft Summary of Comments and Responses, which provides a summary of written and oral comments received during the public comment period (Draft EIR - August 12 to November 21, 1988; Supplemental EIR - March 17 to May 5, 1989) and public hearings (Draft EIR - September 22, October 6, October 27 and November 10, 1988; Supplemental EIR - April 20, 1989), and responses to those comments; and

WHEREAS, On June 29, 1990, the Department released for public review the Mission Bay Plan Chapter 4 - Implementation, with implementation measures, and proposed amendments to the Central Waterfront Plan, a part of the Master Plan, and the Residence, Commerce and Industry, Transportation, and Urban Design Elements of the Master Plan, to reflect provisions of the Mission Bay Plan; and

WHEREAS, On June 29, 1990, the Department released for public review City Planning Code amendments to add an Article 9, and amendments to the Zoning Map (Use Districts and Height & Bulk Districts), to provide appropriate zoning within the Mission Bay area for the Mission Bay Plan; and

WHEREAS, The Department on August 6, August 16, August 20, August 21, and August 23, 1990 subsequently proposed further amendments to the Master Plan (including the Recreation and Open Space, and the Community Facilities Elements), City Planning Code (including Sections 102, 201 and 202) and Zoning Map; and

WHEREAS, The City and Catellus negotiated the terms of a proposed development agreement, and on June 29, 1990, the City released for public review a proposed Development Agreement By and Between the City and County of San Francisco and Catellus Development Corporation Relative to the Development of Property in the Mission Bay Planning Area, with Exhibits; and

WHEREAS, The Mission Bay Plan has evolved over time, beginning with an early proposal by the Southern Pacific Company, a Catellus predecessor, in 1981 which included about ten million square feet of commercial space up to 25 stories in height, two hotels totaling 2,100 rooms, up to 9,000 housing units at 160 units per acre, and ten acres of open space in Mission Bay, which proposal was revised in 1983 to provide for 22 million square feet of commercial and industrial space up to 42 stories in height, a 500-room hotel, 7,000 housing units at 140 units per acre, and 40 acres of open space; and

WHEREAS, In 1987, the Department's Mission Bay Plan - Proposal for Citizen Review included about seven million square feet of commercial and industrial space up to eight stories in height, a 500-room hotel, 7,700 housing units (2,300 affordable, averaging \$125,000), and 70 acres of open space; and

WHEREAS, In January 1990, the Mission Bay development proposal included 8,000 housing units (3,000 affordable, averaging \$98,000), 4.8 million square feet of office, 900,000 square feet of commercial/light industrial, 735,000 square feet of retail, a 500-room, 400,000 square foot hotel, fire and police stations, recreation and cultural centers, a school site, a Public Utilities Commission MUNI Metro storage, maintenance and administrative facility, a public facilities site, and about 69 acres of publicly-accessible open space and parks; and

WHEREAS, In August 1990, the development proposal was modified to provide for, among other things, up to 8,270 housing units (3,000 affordable, averaging about \$80,000) on-site, and for a contribution by Catellus to the acquisition and/or rehabilitation of an additional 250 very low income affordable housing units off-site, and up to 750,000 square feet of retail; and

WHEREAS, The amendments to the Master Plan would add the Mission Bay Plan, a Specific Plan within the meaning of Government Code §65450 et seq. for the Project area, including (a) objectives, policies and associated text, (b) a description of the program, character, and specific land uses including design guidelines, (c) implementation measures, and (d) transportation management, energy conservation, water conservation, business relocation and emergency response plans; and

WHEREAS, The amendments to the Master Plan would amend the Central Waterfront Plan by (a) incorporating the Mission Bay Plan and its area into the Central Waterfront Plan by replacing the China Basin area, with the Mission Bay Plan and incorporating into the Central Waterfront Plan the two blocks between Third and Fourth Streets at King Street, (b) modifying the Central Basin area to exclude those portions within the Mission Bay area and amend maritime policies related to maritime activities, and deleting a policy concerning massing of development heights into a hill-like shape, (c)

modifying the land use, industry, maritime, commerce, residence, transportation, recreation and open space, and urban design policies to apply to the Showplace Square, North Potrero, Central Basin, Islais Creek and Lower Potrero areas, and (d) incorporating new information that has become available in the decade since the original adoption of the Central Waterfront Plan; and

WHEREAS, The amendments to the Master Plan would also amend (a) maps in the Master Plan Elements to reflect the new land use policies embodied in the Mission Bay Plan and incorporate aspects of the Mission Bay Plan, as appropriate, in the Residence, Commerce and Industry, Transportation, Urban Design, Recreation and Open Space, and Community Facilities Elements, and (b) policies in the Commerce and Industry Element concerning displacement of industrial firms; and

WHEREAS, The City Planning Commission (the "Commission") held workshops and duly noticed public hearings on March 29, April 12, May 3, May 24, June 4, June 18, June 28, July 5, July 16, July 19, July 26, July 30, August 2, August 6, August 9, August 13, August 16, August 20, August 21, and August 23, 1990, totaling over 70 hours during this period, to consider these matters; and

WHEREAS, The Mission Bay project would provide important City-wide public benefits (many of a scope which exceeds those required by existing ordinances and regulations) including but not limited to a major waterfront park system, an affordable housing plan, an affirmative action and economic development plan, a cultural center and other community facilities, child care fees and facilities, a school site and fees, and a comprehensive hazardous materials investigation and remediation plan; and

WHEREAS, The Director of Planning (the "Director") on August 13, 16, 20, 21, and 23, 1990, recommended modifications to the proposed Development Agreement and Mission Bay Plan, and related amendments to the Master Plan, City Planning Code and Zoning Map; and

WHEREAS, A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, the Supplement to the Draft EIR, comments received during the review periods, any additional information that became available, and the Draft Summary of Comments and Responses, as required by law; and

WHEREAS, The Mission Bay Environmental Impact Report files and other Mission Bay related Department files have been made available for review by the Commission and the public, and these files are part of the record before the Commission; and

WHEREAS, On August 23, 1990, the City Planning Commission reviewed and considered the Final Environmental Impact Report, and by Motion No. 12006, found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act (CEQA), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, On August 23, 1990, by Motion No. 12006, the Commission found that the Final Environmental Impact Report was adequate, accurate and objective, and that the Summary of Comments and Responses and its subsequent memoranda contained no significant revisions to the Draft and Supplemental Environmental Impact Reports, and certified the completion of the Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines; and

WHEREAS, On August 23, 1990, by Motion No. 12006, the Commission adopted findings of significant environmental impacts associated with Variant 12 of Alternative A (which most closely resembles the Mission Bay Project as defined in Attachment A hereto (the "Project")), now proposed for adoption, which could not be mitigated to a level of insignificance, which findings are modified as provided in Article V of the Mission Bay Findings, dated September 7, 1990, as amended on September 13 and 20, 1990, attached hereto as Attachment A, and incorporated herein by reference; and

WHEREAS, On August 23, 1990, the Commission closed the public hearing, and in response to the extensive public testimony received at the Commission workshops and public hearings, and to address concerns identified by the Commission, the Commission adopted Resolution No. 12008 directing the Department to modify the proposed Mission Bay Plan and related amendments to the Central Waterfront Plan and Elements of the Master Plan ("Master Plan Amendments"), the proposed Development Agreement, and the City Planning Code and Zoning Map amendments (together with the Master Plan Amendments and the Mission Bay Plan hereinafter referred to as the "Mission Bay Documents"), in consultation with the City Attorney's Office, and to prepare other documents, as appropriate, to incorporate amendments in 47 specific areas as identified in that resolution and, where appropriate, to incorporate other amendments considered desirable to clarify language or provide for conformity between documents, and to prepare materials for the Commission's consideration on September 13, 1990; and

WHEREAS, The Commission in its Resolution No. 12008 on August 23, 1990 stated that if appropriate modifications were incorporated into the Mission Bay Documents to the Commission's satisfaction, so that the Project, as so modified, would provide important public benefits to the City, then the Commission intended to approve the Mission Bay Plan, the Master Plan Amendments, and to approve and recommend approval of the proposed Development Agreement and City Planning Code and Zoning Map amendments to the Board of Supervisors; and

WHEREAS, Appropriate modifications were made to the Mission Bay Documents, and, upon determining that the proposed Master Plan Amendments did not require further revisions, the revised Mission Bay Plan and other revised Mission Bay Documents were made available on September 7, 1990 and on September 13, 1990, to the public and to the Commission for the Commission's review, consideration and action; and

WHEREAS, The Commission on September 13, 1990 considered these and further modifications, heard public testimony, and continued these matters to September 20, 1990; and

WHEREAS, The proposed modifications were further revised by the Department, and such further modifications were presented to the Commission and made available to the public on September 20, 1990, for the Commission's review, consideration and action; and

WHEREAS, The Commission on September 20, 1990 considered all modifications presented to the Commission, heard public testimony, directed the preparation of further modifications, and continued these matters to September 27, 1990 at 11:00 am.; and

WHEREAS, The Department prepared proposed modifications to the Master Plan as published on September 7, 1990 and presented the Mission Bay Master Plan to the public and the Commission on September 27, 1990; and

WHEREAS, The Commission hereby finds that the modifications to the Mission Bay Plan and other Mission Bay Documents responded to the Commission's directive and reflected its intent in adopting Resolution No. 12008 and are necessary, desirable, and appropriate; and

WHEREAS, Based on the Commission's review of the Mission Bay Final Environmental Impact Report (the "FEIR") and the Memoranda to the Commission from the Environmental Review Officer (dated August 2, 6, 20, and 23, 1990) and the memoranda to the Mission Bay EIR file (dated September 6 and 13, 1990), the Commission hereby finds that: (1) modifications incorporated into the Project will not require important revisions to the FEIR, and do not involve new significant environmental impacts, (2) no substantial changes have occurred with respect to the circumstances under which the Project is undertaken which would require important revisions to the FEIR due to involvement of new significant environmental impacts, and (3) no new information of substantial importance to the Project has become available which would indicate the need for subsequent analysis of the environmental impacts, alternatives or mitigation measures; and

WHEREAS, The Department has prepared proposed Mission Bay Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, and a proposed mitigation monitoring program, which material was

made available on September 7, 1990, to the public and to the Commission for the Commission's review, consideration and action; and

WHEREAS, The proposed Mission Bay Findings were amended by the Department, and such amendments were presented to the Commission and made available to the public on September 13 and 20, 1990, for the Commission's review, consideration and action; and

WHEREAS, The Commission has reviewed and considered the Mission Bay Findings, and based on the Mission Bay Findings the Commission will amend the proposed Development Agreement to incorporate the mitigation measures as Special Conditions, to be set forth in Exhibit A-5 of the Development Agreement; and

WHEREAS, The Commission hereby finds that all significant environmental effects associated with the Project, as described in the Mission Bay Findings and the FEIR, have been fully and adequately analyzed in the material before the Commission, and no additional information is required to make an informed decision regarding the environmental impacts of the Project and the appropriate mitigation measures; and

WHEREAS, The Commission has reviewed the proposed amendments to the Master Plan Amendments and finds that the Mission Bay Plan is consistent with the Master Plan Amendments, as amended herein, and finds that the Master Plan, as so amended, is internally consistent; and

WHEREAS, The proposed Mission Bay Plan and the Master Plan Amendments are, on balance, consistent with the Eight Priority Policies of City Planning Code Section 101.1, based upon the Mission Bay Project's:

- (1) providing substantial new neighborhood-serving retail uses, thereby enhancing opportunities for resident employment in and ownership of such businesses;
- (2) protecting existing housing and neighborhood character by providing new housing and job opportunities in an underutilized area, and reducing development pressures on existing neighborhoods;
- (3) increasing the City's supply of affordable housing by providing opportunities for 3,000 units of affordable housing on-site, and funding acquisition and/or rehabilitation of another 250 very low income housing units off-site;
- (4) providing transportation and public transit improvements, and mandatory transportation management programs so that existing transportation is not overburdened;
- (5) providing for new light industrial and service uses, thereby providing future opportunities for resident employment and ownership in the light industrial and service sectors;
- (6) providing for the construction of buildings which meet modern earthquake standards so as to achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;
- (7) providing for the possible retention of the fire station and Third and Fourth Street bridges, and having no negative effect on any landmark or historic building; and
- (8) providing new publicly-accessible parks and open spaces, including improved public access to the waterfront, without affecting any existing parks or open spaces; and

THEREFORE BE IT RESOLVED, That the City Planning Commission hereby adopts, as required by CEQA, the Mission Bay Findings dated September 7 as amended September 13 and September 20, 1990 attached hereto as Attachment A, and incorporated by this reference, with respect to actions taken herein;

AND BE IT FURTHER RESOLVED, That the City Planning Commission, having received public testimony during the course of its workshops and public hearings, and having reviewed the recommendations and the revised Mission Bay Documents prepared by the Director of Planning and released on September 7, 1990, and further revised and released on September 13 and September 20, 1990 hereby ADOPTS the Mission Bay Plan dated September 20, 1990 (as published on January 31, 1990 (Chapters 1, 2 and 3) and on June 29, 1990 (Chapter 4) and as revised and republished on September 7, 1990, as amended per the Mission Bay Master Plan Amendment Errata list dated September 27, 1990 in the form hereby approved by the Commission) as part of the Master Plan (Exhibit 1);

AND BE IT FURTHER RESOLVED, That the Commission hereby ADOPTS amendments to the Central Waterfront Plan in the form published on September 7, 1990, to provide for consistency within the Master Plan (Exhibit 2);

AND BE IT FURTHER RESOLVED, That the Commission hereby ADOPTS amendments to the Commerce and Industry, Transportation, Urban Design, Recreation and Open Space, and Community Facilities Elements of the Master Plan in the form published on September 7, 1990 to provide for consistency within the Master Plan (Exhibit 3);

AND BE IT FURTHER RESOLVED, That the Commission hereby directs the Director of Planning to prepare appropriate modifications to the Land Use Index of the Master Plan to refer to Mission Bay materials therein as appropriate;

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on September 27, 1990.

Linda Avery
Secretary

AYES:	BIERMAN, ENGMANN, HU, MORALES, NOTHENBERG
NOES:	NONE
ABSTAINED:	NONE
ABSENT:	BOLDRIDGE, SEWELL

September 27, 1990

Mission Bay Master Plan Amendment Errata

Note: These errata modify the September 7, 1990 Mission Bay Plan and Master Plan documents, and are black-lined to show modifications.

1. Mission Bay Plan Chapter 3

- p. 3-84: Item 8, add at end "(at least 75% of the total open space shall be open to the public during daylight hours)" - *per Condition #23*

2. Mission Bay Plan Chapter 4

- p. 9: First bulleted item should read "provided on- or off-site" and add at end ", with this ratio subject to the specific terms and conditions of the Development Agreement (Exhibit A-1, Section 2)." - *clarification*

At second bulleted item, add at beginning, "Affordable housing on- and off-site must represent 37.5% of the total housing.", and at end "(Exhibit A-1, Section 9(a))" - *clarification*

For the previously distributed Insert #2, add at end "(Exhibit A-1, Section 9(a))" - *clarification*

- p. 15: At end of last paragraph before bridges, add "An increase in parking and turnaround areas will be considered part of Mission Bay Green." - *clarification of condition #21*
- p. 25: Add at bottom of page "4. The City will allow expansion of existing non-conforming uses within Mission Bay until the Project Sponsor proceeds with development, in accordance with provisions of the City Planning Code, Article 9."

3. Residence Element of Master Plan

No additional amendments are necessary, as amendments reflecting the Mission Bay Plan, specifically the Generalized Residential Land Use Plan Map and the Residential Density Plan Maps, were adopted by the Commission when it adopted the Residence Element on September 13, 1990. - *clarification*

CENTRAL WATERFRONT PLAN

INTRODUCTION

SCOPE AND ORGANIZATION

The geographic area covered in the Plan is comprised of a number of subareas shown on Map 1. The Plan begins with introductory material covering the purpose of the Plan, relation to the Master Plan and Background. The Plan is then divided into two parts. Part I contains general objectives and policies for the Showplace Square, Central Basin, North Potrero, Islais Creek and Lower Potrero subareas followed by specific objectives and policies for each subarea. Part 2 contains objectives and policies for the Mission Bay subarea. This part is separately published as the Mission Bay Plan. It has been organized to qualify as a Specific Plan pursuant to state law and is the subject of a development agreement between the City and County of San Francisco and Catellus Development Corporation.

Purpose

The purpose of this Area Plan is to guide the future development of the Central Waterfront in a manner serving the varying needs and interests of San Francisco. The Plan establishes goals, objectives and policies providing direction for private and public investment in the area. It calls for development that will meet the City's pressing economic and employment needs without sacrificing environmental quality. The Plan is part of the San Francisco Master Plan and will set the official planning policies for the area.

Relation to the Master Plan

The updating and revision of the City's Master Plan as mandated by State law and the City Charter has resulted in the adoption of numerous plan elements. One of them, the Commerce and Industry Element, sets forth the planning principles to be applied in shaping the economic future of the City.

A critical issue addressed in the Commerce and Industry Element concerns the changing structure of the San Francisco economy. The once strong industrial component has declined and given way to the rapidly expanding office and commercial sectors. This structural shift in the local economy is mirrored in the changing composition of the labor force employed in the City.

Problems arising from this changing economic function of the City are becoming increasingly apparent. There is the danger stemming from overreliance on a limited number of economic sectors to provide jobs, especially during recessionary periods. The ability and speed with which resident workers can adjust to the job requirements of white collar employment remains uncertain. The daily influx of several hundred thousand commuters has adverse effects on air quality, traffic congestions, parking and the demand for scarce public services. The character of San Francisco neighborhoods is also being altered. White collar professionals seeking living quarters have pushed up the price of housing and their spending patterns have led to changes in the type of goods and services offered on neighborhood commercial streets.

The above factors were considered in arriving at the objectives in the Commerce and Industry element strongly favoring the diversification of San Francisco's economic base. The implementation program for the element calls for the preparation of industrial district improvement plans as one means of realizing these objectives. The Central Waterfront Area Plan represents one step toward fulfilling this task.

The Central Waterfront Area Plan emphasizes maritime and economic development policies, as well as housing policies, while at the same time establishing policies regarding transportation, recreation, commerce and urban design. The formulation of these policies is based on the existing policies established in the various elements of the Master Plan.

BACKGROUND

Description

The Central Waterfront covers the eastern shoreline of San Francisco between China Basin and Islais Creek and adjacent inland areas. The land area totals 900 acres or 1.4 square miles.

Industrial uses dominate the Central Waterfront; however, much of the industrial activity takes the form of low intensity distribution functions such as wholesaling and storage. Until recently, railyards consumed approximately one-third of the land. Trucking and warehousing facilities are present on the rail property as part of the railroad's intermodal operations. Manufacturing activity is limited and generally declining, though several manufacturers remain healthy. Some industrial buildings have been salvaged through commercial reuse. A major design center has emerged in the northwest section of the area, having been developed through the conversion of brick warehouses to showrooms for interior design products.

The Port of San Francisco has jurisdiction over much of the shoreline of the Central Waterfront area. Current maritime activities within this area include: Pier 48 - Forrest Terminals Paper dock; Pier 50 - break bulk general cargo dock; Pier 54 - Continental Maritime welding/ship repair facility; Pier 70 (Alvord Grant) - auto terminal and fuel dock; Pier 80 - San Francisco Container Terminal North; and Pier 84 - general cargo dock. In association with these maritime

operations, two major railroad holding yards existed - Santa Fe Railroad and Southern Pacific Railroad's Mission Bay Yard. These railroads served the Port and other industries based in San Francisco.

Also located along the shoreline within Port jurisdiction is the former Bethlehem Steel Shipyard. This yard consists of a number of dry docks for repairs of merchant vessels, as well as "ship ways" for the construction of barges.

The Central Waterfront area contains uses other than those involving industrial and port-related maritime activities such as boat clubs and small boat repair yards. A small residential neighborhood of several hundred inhabitants and supporting commercial uses is situated east of Potrero Hill and a houseboat community is berthed in China Basin Channel. Other commercial uses in the area cater to the needs of workers and businesses. Recreational opportunities are provided at Warm Water Cove and Agua Vista Park on the shoreline where public access points to the Bay have been established. A MUNI bus maintenance yard is also located in the area.

Access to the Central Waterfront is afforded through the close proximity of the freeway network and through local transit service and a commuter railroad. Although it appears that access to the Central Waterfront might be adequate, bus and rail service are infrequent. The lack of parking for trucks and automobiles and the poor condition of public streets also act as hindrances to the area's accessibility.

History

The Central Waterfront area exists today as a man-made landscape. Its natural appearance prior to the incorporation of the City and County of San Francisco has undergone a complete transformation. The creeks, marshes, waters and hills that dominated the area in 1850 have vanished in favor of flat lands and Bay fill. This transformation occurred early in the City's history and was accompanied by the development of industrial, maritime and residential uses.

The section of the Central Waterfront north of 16th Street, now used for industrial and railroad activities, covers the former site of Mission Bay and Mission Creek. The waters of Mission Bay included approximately 260 acres, and though shallow, were navigable by draft vessels. Mission Creek was the main drainage for the eastern slopes of Twin Peaks and adjacent areas and was lined with salt marshes where Bay tides intruded. The marshes surrounding Mission Bay and Mission Creek occupied an additional 330 acres and extended inland westward of Potrero Hill to what is now Twentieth and Harrison Streets.

Filling of the marshes commenced in the 1850's and was undertaken by individual lot owners and as part of the construction of toll roads that bridged Mission Bay. Southern Pacific railroad acquired the bulk of the Mission Bay property in 1868 and 1869 from the State of California and private land owners. The railroad gradually filled Mission Bay during the later 19th and the early 20th centuries.

The filling of Mission Bay was aided by the action of the Atchison, Topeka and Santa Fe railroad in the China Basin area. As part of a lease condition from the State of California, the railroad in 1901 and 1902 reclaimed the tidelands and developed tracks and warehouse facilities. Only China Basin Channel was spared reclamation and remains today as a waterway.

Land use in the area was dominated by railroad activities, though other uses existed outside the railyards. To the west, where reclamation occurred earliest, brick warehouses were constructed as the area assumed an industrial character. On the waterfront, several finger piers were in active maritime use. One of these, Pier 50, is now the site of Mission Rock Terminal. With a capacity to berth six ships simultaneously, it was the largest pier on San Francisco Bay when completed in 1950.

The section of the Central Waterfront south of Central Basin to just north of Army Street was once a peninsula known as Potrero Point. The slopes of the peninsula extending from Potrero Hill rose to an altitude of 100 feet or more above the Bay. The area has been flattened and filled over the years to such an extent that no vestige of its former shape remains.

The deep water adjacent to Potrero Point created an excellent opportunity site for development. The earliest activities to locate there were shipbuilding, ship repair and gunpowder storage. The Tubbs Cordage Company was established in 1856 on a leveled site now occupied by Muni's Woods Yard. Included in the project was a 1500 foot rope walk which extended into the Bay and probably served a secondary purpose as a loading wharf. William Alvord received a grant of submerged property which he filled in order to construct the Pacific Rolling Mills in 1867. Pier 70 is now on this site. As fill increased, other industries located in the Potrero Point area. The San Francisco Gas Light Company commenced operations in 1872 and parts of it exist today in the present plant owned by the Pacific Gas and Electric Company. Other factories set up in this area included the California Poppy Soap Company, the Sea Island Sugar House, and the California Sugar Refinery.

The major leveling of hills on Potrero Point occurred in conjunction with the construction of the Union Iron Works in the 1880's. Though originally known for machinery production, the Union Iron Works was also active in the shipbuilding field. Its purchase in 1905 by Bethlehem Steel led to an expansion of its shipbuilding efforts. Ship production peaked during the two world wars and was augmented with repair and maintenance work during other times.

The decision by Western Pacific railroad to fill its property south of the Gas Works finalized the elimination of Potrero Point as a peninsula. The Potrero Point shoreline was thus united with that of Islais Creek Basin.

The urban transportation system of the 19th century would not allow the separation of residential from industrial land uses to the degree that prevails today. Workers required housing in close proximity to their places of employment. Homes, hotels and boarding houses were constructed in the Central Waterfront area as residences for workers. Irish Hill was once a prominent working class neighborhood in the area until it was demolished to accommodate Bethlehem

shipyard expansion during World War II. With few exceptions, most residences were demolished over the decades. The remaining ones can be found in a neighborhood adjacent to Twenty-second Street along Tennessee Street near Eighteenth Street.

The section of the Central Waterfront from Twenty-fifth Street south to Islais Creek Channel developed most recently. Islais Creek originally drained the area stretching from Twin Peaks and Glen Park to Alemany Gap before flowing into San Francisco Bay. It still flows into San Francisco Bay, although its course today runs through a concrete aqueduct beneath Interstate 280.

Islais Creek and the marshes surrounding were viewed as a barrier to the southern development of San Francisco. Organized efforts for reclamation were unsuccessful until 1925, when the passage of State legislation enabled the creation of the Islais Creek Reclamation District. The District was successful in filling the marshes and tidelands, dredging Islais Creek, and including a turning basin at its western end to allow room for ship maneuvering.

Industrial development was generally delayed until after World War II. During the war the area was the site of temporary housing. Demolition occurred after the war and much of the area was subsequently developed as a industrial park with single story concrete buildings. South of Army Street, food and oil processing plants were developed.

The most recent filling of Islais Creek occurred during the construction of Pier 80, formerly the Army Street ship Terminal. Financed by a bond issue approved by California voters in 1958, the terminal went into operation in 1967.

Land modification and Bay fill, both to accommodate the needs of economic activities, epitomize the historical development of the Central Waterfront. The recent history has taken a different turn. The establishment of the Bay Conservation and Development Commission, empowered to control activities on the Bay shoreline, has led to severe limitations on Bay filling. Changes in the locational economics of industry have resulted in firm closures and relocations. The area today is suffering from economic deterioration with employment and production drastically reduced from former levels.

Conditions and Trends

Key indicators of the general conditions in the Central Waterfront all declined during the last several decades. The data on trends in population, land use and employment documents the magnitude of the decline. Projections for these indicators show a further decline, although the bright spots now appearing in the economy suggest a more favorable future is attainable for the area.

The residential population of the Central Waterfront, which totaled 531 in 1970, increased slightly to 614 in 1980. The area is benefitting from private rehabilitation and the condition of the existing 280 housing units is improving.

The entire Central Waterfront area encompasses 903 acres. Of this total, Mission Bay covers 315 acres. The 130 acres in Showplace Square is used primarily for apparel and interior design wholesale, storage and showroom facilities. Data collected from a 1987 land use inventory indicates 482 acres in the Lower Potrero and waterfront areas of which 302 acres remain industrial, 18 acres are vacant, 58 acres in railroad easements under freeways and the remaining 108 acres are in a mix of uses.

With the proximity of the Central Waterfront to downtown, the general trend toward intensification of land use has begun. Much of the new construction has continued in the form of low intensity uses such as trucking depots and warehouses. The development of showrooms for interior design products in formerly vacant warehouses in the Showplace Square area represents a healthy economic trend. This is being augmented by the establishment of commercial service uses to support the showroom activities.

From 1965 to 1970, when citywide employment increased by 12 percent, employment in the Central Waterfront dropped by 22 percent from 16,304 to 12,557 jobs. Major declines were registered in manufacturing and wholesale trade with transportation showing a smaller decline. Minor employment gains occurred in construction and commercial activities. The area has suffered additional employment losses since 1970 with the closing and relocating of firms in the metals products and ship repair industries. 1980 census data shows 11,004 persons employed in the Central Waterfront area. Of these, a significant portion (3,512) were employed in manufacturing jobs. This overall decline in jobs continued through 1985. Currently about 600 people are employed on the piers in this area. One facility accounts for about 70% of this total.

Two exceptions to the decline in manufacturing employment are the apparel industry and the wholesale interior design industry. Numerous firms in each field have recently located in the area. Increases in construction employment are due to the area's use for the storage of construction supplies. Though new trucking, warehousing and wholesale trade facilities have been constructed, potential net employment gains have been offset by closures and relocations of older firms and other losses of employment due to technological change and declining citywide demand.

Maritime trade through the Port of San Francisco has increased slowly since the mid-1960's, in part due to overall increases in Pacific Rim trade. However, the Central Waterfront has felt the effects of the decline in San Francisco's share of regional Port activity. While most piers do support some maritime activity, it is at a level below their cargo-handling capacities.

The decrease in the Port's share of general cargo trade can be attributed to technological changes within the maritime industry. Containerization has created the demand for the construction of new facilities at ports throughout the world. Whereas the Port of San Francisco did not convert to containerization until fairly recently, the Port of Oakland, with federal assistance, developed one of the world's largest container ports and subsequently, drew shipping lines from San Francisco.

Modern port facilities require substantial back-up land for equipment operation, storage, and intermodal cargo transfers. The bulk cargo and related maritime activities north of Sixteenth Street are served by limited back-up land. Investment in new capital facilities by the Port of San Francisco has occurred in the area south of China Basin where adequate back-up land is available.

This southerly shift in the Port's maritime operations is reflected in the cargo tonnage statistics: In 1969, the Port's cargo tonnage was equally distributed between the piers north and south of China Basin; by 1987, over 80% of the cargo was handled in the southern portion.

Present and future trends point to the strong potential for revitalizing San Francisco's maritime economy. Cargo projections for the upcoming decades show increasing maritime traffic for Bay ports. Congestion at other West Coast ports combined with the availability of facilities in San Francisco should give the Port an opportunity to attract an increase in shipping activity. The expansion of trade with the Pacific Rim countries should also have a long-term positive impact on the Port of San Francisco.

Favorable economic trends are beginning to appear in the Central Waterfront. The previously identified healthy components of the local economy, apparel manufacturing and interior design activities, are now undergoing expansion and future growth is anticipated. The prospect of the 8,000 new housing units and over six million square feet for employment in Mission Bay signal the healthy redevelopment of that portion nearest downtown. Changing conditions in the overall San Francisco economy could also bode well for the Central Waterfront. The boom in downtown highrise construction is causing some displacement of professional firms which are relocating in the South of Market area and are forcing upward pressure on rents. The displaced firms are often able to outbid existing industrial and downtown support activities for space. Many South of Market firms are seeking suitable sites for operation elsewhere within San Francisco. The Central Waterfront is one of the few areas in the City that can accommodate industrial uses. This trend, combined with an expected increase in transportation costs from the suburbs could make the Central Waterfront a desirable location for certain industries. The growing desire for shorter commutes will also encourage the development of more housing near central workplaces.

Although statistical projections show a continuation of the declines in historic area land uses, the local economy is expected to grow as the mixed use Mission Bay development is implemented and as the specialized apparel and interior design industries continue to thrive. Maritime trade could increase, but only if the Port of San Francisco is aggressive in developing and marketing modern cargo-handling facilities. The Central Waterfront's general attractiveness could also be boosted by the competition for a limited supply of industrial land in San Francisco.

OBJECTIVES AND POLICIES - PART I

SHOWPLACE SQUARE, CENTRAL BASIN, NORTH POTRERO, ISLAIS CREEK AND LOWER POTRERO SUBAREAS

OVERALL GOAL

The overall goal of the Plan for these subareas is to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities. This goal is set forth in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy. The following objectives and policies are designed to:

1. Increase employment opportunities for San Francisco's unemployed and underemployed residents;
2. Enhance the working environment to stimulate business growth; and
3. Improve the area's appearance and attractiveness.

LAND USE

OBJECTIVE 1

STRENGTHEN AND EXPAND LAND USES ESSENTIAL TO REALIZING THE ECONOMIC POTENTIAL OF THE SUBAREAS.

POLICY 1

Encourage the intensification and expansion of industrial and maritime uses.

POLICY 2

Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial use.

POLICY 3

Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are fully mitigated.

OBJECTIVE 2

MAINTAIN AND DEVELOP ADDITIONAL USES ON LAND DETERMINED TO BE SURPLUS TO INDUSTRIAL AND MARITIME NEEDS.

POLICY 1

Preserve existing residential uses and develop limited new housing.

POLICY 2

Retain existing commercial uses and expand as needed to serve increases in the working and residential populations.

POLICY 3

Improve, expand and develop recreational areas at established public access points along the waterfront enabling public use and enjoyment of the shoreline.

INDUSTRY

OBJECTIVE 3

RETAIN, EXPAND AND PROTECT INDUSTRIAL ACTIVITY.

POLICY 1

Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures and developing vacant land with industrial uses.

POLICY 2

Encourage the consolidation of rail operations and unnecessary tracks and facilities to increase land available for industry. Maintain and, as needed, upgrade rail service to San Francisco.

POLICY 3

Develop and promote training programs to target local residents for employment opportunities resulting from new economic development.

POLICY 4

Establish and promote financing programs to provide funds for local business development.

POLICY 5

Support the expansion of small businesses and firms in newly emerging industries.

POLICY 6

Encourage the growth of firms which strengthen or complement the maritime operation of the Port, either by directly engaging in maritime activities or by providing ancillary services which serve or support maritime activities.

POLICY 7

Remove antiquated and overly restrictive provisions from City codes that impose undue burdens on industry and restrict expansion efforts, but maintain requirements designed to protect and enhance environmental quality.

POLICY 8

Avoid encroachment of incompatible land uses on viable maritime-oriented and other industrial activity by appropriately zoning and mapping industrial districts. Resolve potential land use conflicts in a manner that recognizes the importance of industrial activity to the well-being of San Francisco.

POLICY 9

Deliver key public services, including police, fire, sanitation and transportation at levels necessary to support and encourage industrial activity.

POLICY 10

Assist firms displaced from other parts of San Francisco, especially those displaced by downtown office expansion, in locating in the subareas.

POLICY 11

Attract new industries that create employment opportunities for City residents, add tax revenues in excess of public service costs and strengthen and diversify San Francisco's economic base.

MARITIME

OBJECTIVE 4

RETAIN AND EXPAND MARITIME USES ALONG THE CENTRAL WATERFRONT SHORELINE.

POLICY 1

Retain, improve and expand all existing maritime general cargo facilities along the Central Waterfront (Piers 48, 50, 70 and 80).

POLICY 2

Retain all existing ship repair operations along the Central Waterfront (Pier 54 and the former Bethlehem Yard.)

POLICY 3

Encourage the expansion and modernization of maritime cargo handling facilities and the development of container facilities along the waterfront south of Mariposa Street.

POLICY 4

Reserve land adjacent to the waterfront as required for maritime support use.

COMMERCE

OBJECTIVE 5

PROVIDE A QUANTITY AND MIX OF COMMERCIAL ACTIVITIES NECESSARY TO SERVE THE LOCAL NEEDS OF THE SUBAREAS.

POLICY 1

Promote the retention and improvement of existing commercial activities that support local residential, industrial, maritime and recreational uses.

POLICY 2

Support the expansion of commercial uses if needed to serve demand generated by new development.

POLICY 3

Prevent new office development, except that which serves a principal industrial or maritime use.

POLICY 4

Encourage water-oriented commercial recreation activities at public access points along the shoreline.

RESIDENCE

OBJECTIVE 6

RETAIN AND IMPROVE EXISTING RESIDENTIAL USES AND DEVELOP A LIMITED QUANTITY OF NEW HOUSING.

POLICY 1

Encourage the preservation and rehabilitation of the existing housing stock.

POLICY 2

Encourage additional housing within established residential areas.

POLICY 3

Require new residential developments to include an adequate supply of low and moderate income units and provide a mix of unit types to accommodate a variety of household sizes.

POLICY 4

Provide rent supplements and assist in local home ownership to avoid displacement of existing residents.

TRANSPORTATION

OBJECTIVE 7

IMPROVE THE TRANSPORTATION ACCESSIBILITY OF THE SUBAREAS.

POLICY 1

Improve citywide and regional transit access to the subareas.

POLICY 2

Provide adequate rail and truck access to all maritime piers.

POLICY 3

Establish an official truck route system along the designated major and secondary thoroughfares to facilitate truck movements within and to port facilities and other area businesses and to minimize the adverse impacts of truck movement on adjacent residential, commercial and recreational land uses.

POLICY 4

Extend a Light-Rail Vehicle line through the area along the Third Street corridor connecting to the Southern Pacific Depot and the proposed Embarcadero rail line.

POLICY 5

Improve transportation access on Third Street by implementing design changes in traffic lanes, turning bays and signal timing.

POLICY 6

Improve regional highway access by completing the proposed State Route 230 (Hunter's Point Parkway) and the proposed on-ramp to Interstate 280 immediately south of Islais Creek Channel.

OBJECTIVE 8

IMPROVE TRANSPORTATION CONDITIONS WITHIN THE SUBAREAS.

POLICY 1

Improve internal vehicular circulation through the construction, repair and maintenance of public streets, and the provision of appropriate signing and lighting.

POLICY 2

Maintain and construct sidewalks on streets with pedestrian traffic.

POLICY 3

Encourage the use of public transit, carpooling/van-pooling, and jitney service to minimize the consumption of scarce industrial land for commuter parking lots. Where demand for parking can be clearly established, give preference to parking structures as opposed to open lot parking.

POLICY 4

Provide short-term parking to support wholesale, design and related activities. Develop parking treatments for on-street spaces to assure short-term turnover of vehicles.

POLICY 5

Require off-street parking facilities for freight loading and service vehicles in all major new developments and incorporate these in older buildings where feasible. Provide short-term loading spaces on the street for routine deliveries and essential services, with strict enforcement of time limits.

POLICY 6

Encourage new developments to provide pedestrian amenities and transit access improvements such as pedestrian resting areas, bus stop shelters and transit information displays.

RECREATION AND OPEN SPACE

OBJECTIVE 9

PROVIDE PUBLIC ACCESS AND RECREATIONAL OPPORTUNITIES ALONG THE SHORELINE.

POLICY 1

Maintain and improve the quality of existing shoreline recreational areas at Agua Vista Park and Warm Water Cove.

POLICY 2

Expand existing recreational areas and establish a new one at Islais Creek Channel, so long as its compatible with present or planned maritime activity.

POLICY 3

Provide public overlooks, viewing areas and open spaces with convenient pedestrian access in areas of maritime activity.

URBAN DESIGN

OBJECTIVE 10

ACHIEVE AN AESTHETIC URBAN FORM CONSISTENT WITH THE ECONOMIC DEVELOPMENT OF THE SUBAREAS.

POLICY 1

Reinforce the visual contrast between the waterfront and hills by limiting the height of structures near the shoreline. Relate the height and bulk of new structures away from the shoreline to the character of the topography and existing development.

POLICY 2

Protect and create views of the downtown skyline and the Bay. Design and locate new development to minimize obstruction of existing views.

POLICY 3

Encourage the rehabilitation of architecturally or historically significant buildings with reuse potential.

POLICY 4

Encourage the inclusion of recreational facilities, outdoor leisure areas, and public open spaces in new private developments.

SUBAREAS

SHOWPLACE SQUARE SUBAREA

OBJECTIVE 11

DEVELOP A MAJOR DESIGN CENTER IN THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Encourage the expansion of the subarea's predominant use for the exhibit, marketing and wholesale trade of interior design products.

POLICY 2

Encourage the development of a community design center for neighborhood use.

POLICY 3

Encourage the development of ancillary commercial activities to serve the subarea's businesses, workers and visitors.

POLICY 4

Encourage the evening use of buildings and facilities for business, entertainment, public assembly and ceremony.

POLICY 5

Assist in relocating within San Francisco any industrial uses displaced by the expansion of design-related activities.

OBJECTIVE 12

DEVELOP TRANSPORTATION IMPROVEMENTS TO ENHANCE PEDESTRIAN CIRCULATION AND FACILITATE TRAVEL AND GOODS MOVEMENT TO AND WITHIN THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Redesign the roadway and sidewalk at the intersection of Eighth, Townsend, Division and Kansas Streets to create a major pedestrian link to the adjacent activity centers and to provide for safe traffic flow. Include attractive landscaping, quality sidewalks and street furniture to improve the pedestrian environment.

POLICY 2

Determine the present and future use status of all spur tracks and effectuate the removal of the abandoned, unused or unnecessary trackage. For those spur tracks scheduled for retention, strictly enforce the street maintenance responsibilities of the users.

POLICY 3

Construct and maintain sidewalks throughout the Showplace Square Subarea and provide street beautification improvements for pedestrian enjoyment.

POLICY 4

Develop parking control measures establishing areas for short and long term automobile parking and truck loading. Use appropriate on-street parking controls, such as signing and metering, to indicate areas for short term automobile parking and truck loading.

POLICY 5

Construct a multi-story parking facility as needed to serve increased demand for parking generated by new development. Encourage the conversion of surface parking lots to more intensive use.

OBJECTIVE 13

PRESERVE AND EXPAND THE HISTORIC INDUSTRIAL CHARACTER OF THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Encourage the retention and promote the reuse of buildings with brick and timber construction.

POLICY 2

Encourage the design of new construction to be consistent with the existing architectural character of the subarea.

POLICY 3

Screen unsightly open yard and other unattractive uses from public view with aesthetic facade or landscaping.

NORTH POTRERO SUBAREA

OBJECTIVE 14

IMPROVE AND STRENGTHEN THE INDUSTRIAL CHARACTER OF THE NORTH POTRERO SUBAREA.

POLICY 1

Promote the rehabilitation of industrial buildings and encourage more intensive use of existing facilities.

POLICY 2

Market vacant land and buildings for light industrial uses.

CENTRAL BASIN SUBAREA

OBJECTIVE 15

EXPAND MARITIME ACTIVITY IN THE CENTRAL BASIN SUBAREA.

POLICY 1

Continue and expand the use of Piers 48 and 50 for general cargo. Maintain a six acre area inland and adjacent to the piers to provide a cargo backland support area to support maritime uses of these piers.

POLICY 2

Encourage the retention and promote the expansion of ship maintenance and repair activities at the Bethlehem site which support and strengthen San Francisco's maritime industry.

OBJECTIVE 16

RETAIN AND EXPAND INDUSTRIAL USES

POLICY 1

Encourage more intensive use of existing industrial land and facilities in locations or for durations which will not foreclose or inhibit development of future container facilities.

POLICY 2

Assure that any power plant expansion on the Pacific Gas and Electric Company site will provide additional employment and will not adversely affect the environment.

OBJECTIVE 17

IMPROVE AND EXPAND WATERFRONT RECREATION.

POLICY 1

Maintain and improve existing recreational improvements at Warm Water Cove and expand to adjacent waterfront properties. Develop a waterfront picnic area and fishing pier at Twenty-Fourth Street. Provide public access along the north side of the Cove and construct a fishing quay at the Bay. Shield the recreation area from surrounding industrial uses by providing attractive landscaping. (See also Recreation and Open Space Element, I.3.38)

POLICY 2

Improve and expand the existing Agua Vista Park by developing a public beach and waterfront park and a small boat marina, so long as compatible with existing and planned maritime and private ship repair activities. (See also Recreation and Open Space Element I.3.38).

POLICY 3

Continue the use of the existing public boat ramp south of Pier 50. If future port development necessitates, replace it with an equivalent elsewhere on the eastern shoreline.

OBJECTIVE 18

RELATE THE SCALE OF NEW DEVELOPMENT TO SAN FRANCISCO'S DISTINCTIVE HILL FORM, TO THE ADJACENT WATERFRONT AND TO EXISTING DEVELOPMENT.

POLICY 1

Minimize blockage of private and public views and maintain, to the extent feasible, sightlines from Potrero Hill and Mission Bay to the waterfront and downtown.

ISLAIS CREEK SUBAREA

OBJECTIVE 19

EXPAND MARITIME ACTIVITY AND ANCILLARY SERVICES.

POLICY 1

Continue to modernize Pier 80 as a container terminal facility. Expand the North container terminal by acquiring the Western Pacific Railroad yard and associated parcels for maritime development.

POLICY 2

Continue the maritime use of Pier 84 and adjacent land.

OBJECTIVE 20

DEVELOP WATERFRONT RECREATIONAL USES ON ISLAIS CREEK CHANNEL.

POLICY 1

Develop the Islais Creek Turning Basin for recreational use and a small craft marina, if and when it is no longer needed for Port maritime activity.

OBJECTIVE 21

RETAIN AND EXPAND INDUSTRIAL USES IN THE ISLAIS CREEK SUBAREA.

POLICY 1

Encourage industrial uses in the area west of Pier 80 south to Islais Creek Channel.

LOWER POTRERO SUBAREA

OBJECTIVE 22

RETAIN AND EXPAND INDUSTRIAL USES IN THE LOWER POTRERO SUBAREA.

POLICY 1

Encourage the intensification and expansion of manufacturing and wholesale trade activities.

POLICY 2

Develop the vacant and surrounding land bounded by Interstate 280, Mariposa, Twenty-Second and Third Streets with a mini-industrial park providing closure, privacy, security, open space and a buffer from neighboring residential areas through the innovative design of buildings, landscaping, sidewalks, parking and screening.

OBJECTIVE 23

PRESERVE AND IMPROVE THE EXISTING RESIDENTIAL NEIGHBORHOOD.

POLICY 1

Protect existing housing from the adverse effects of adjacent industrial activity. Promote screening, soundproofing and landscaping of industrial uses to minimize their impact on residential areas.

POLICY 2

Promote the retention and conservation of the existing housing stock. Support efforts to rehabilitate substandard units at affordable costs to increase the supply of decent housing.

POLICY 3

Encourage the development of new housing on vacant sites in the residential district adjacent to Twenty-Second Street from Third to Minnesota Streets.

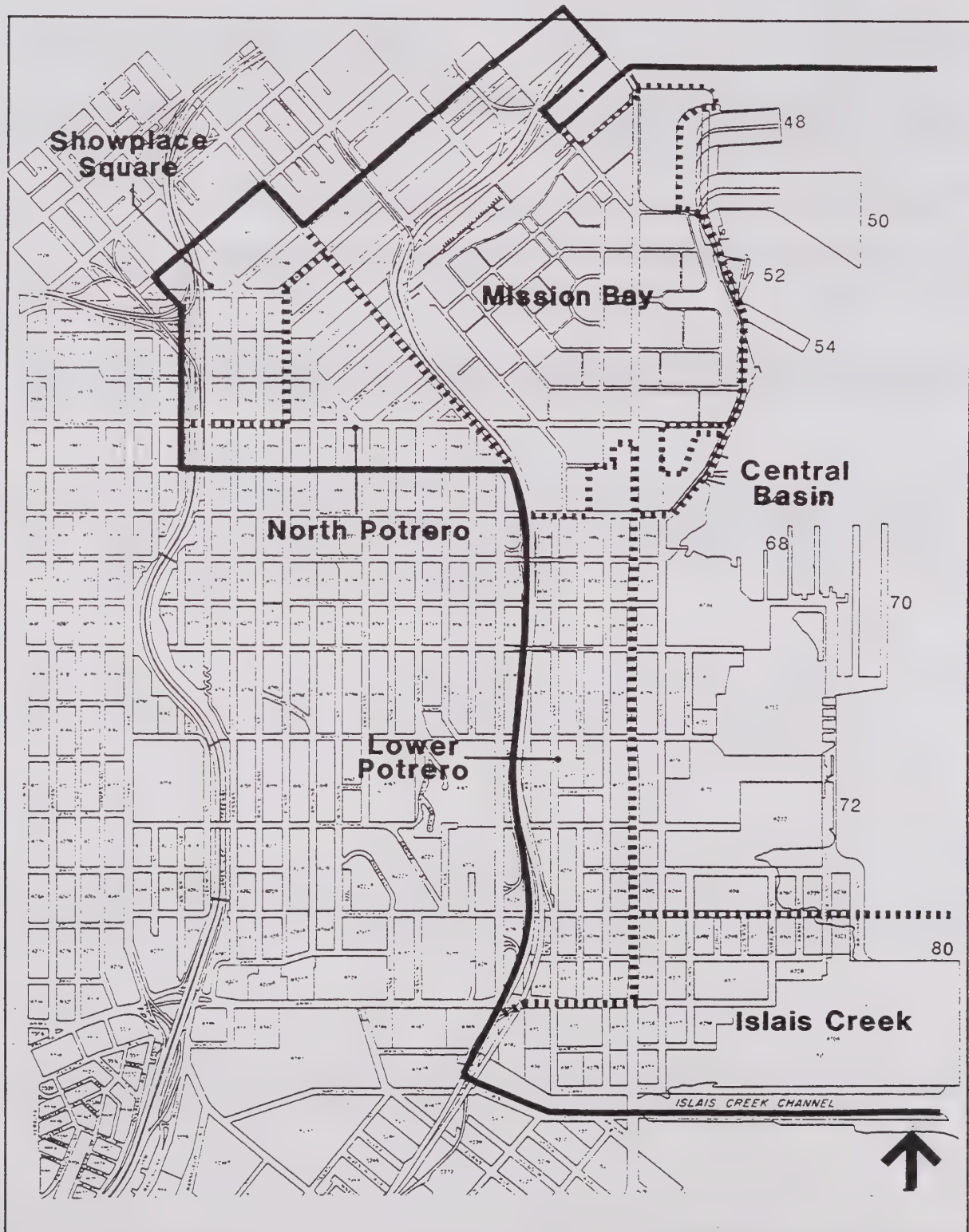
POLICY 4

Improve existing commercial uses on Third Street and Twenty-Second Street and expand as needed to serve the local population.

POLICY 5

Improve the I.M. Scott School yard for playground use and rehabilitate the school building for community use.

OBJECTIVES AND POLICIES - PART 2: SEE MISSION BAY PLAN



CENTRAL WATERFRONT
Planning Area

Map 1

Exhibit 3

COMMERCE AND INDUSTRY ELEMENT

POLICY 3

~~Avoid~~ Carefully consider public actions that displace existing viable industrial firms.

In some instances, public activities such as redevelopment efforts or public facility expansion or improvement can result in a physical displacement of a business. All too often when this occurs relocation is to a site outside the city. The City should recognize that many firms remain in the city primarily because of inertia, fixed investments in plant and equipment or excessive moving costs. These factors are overcome when public displacement occurs since moving costs and fair market value for land and facilities are paid by the City. Care should be taken to avoid unwarranted displacement. In determining the cost and benefits of the action causing displacement, the loss of taxes and jobs if the firm relocates outside the City should be looked at as costs.

POLICY 4

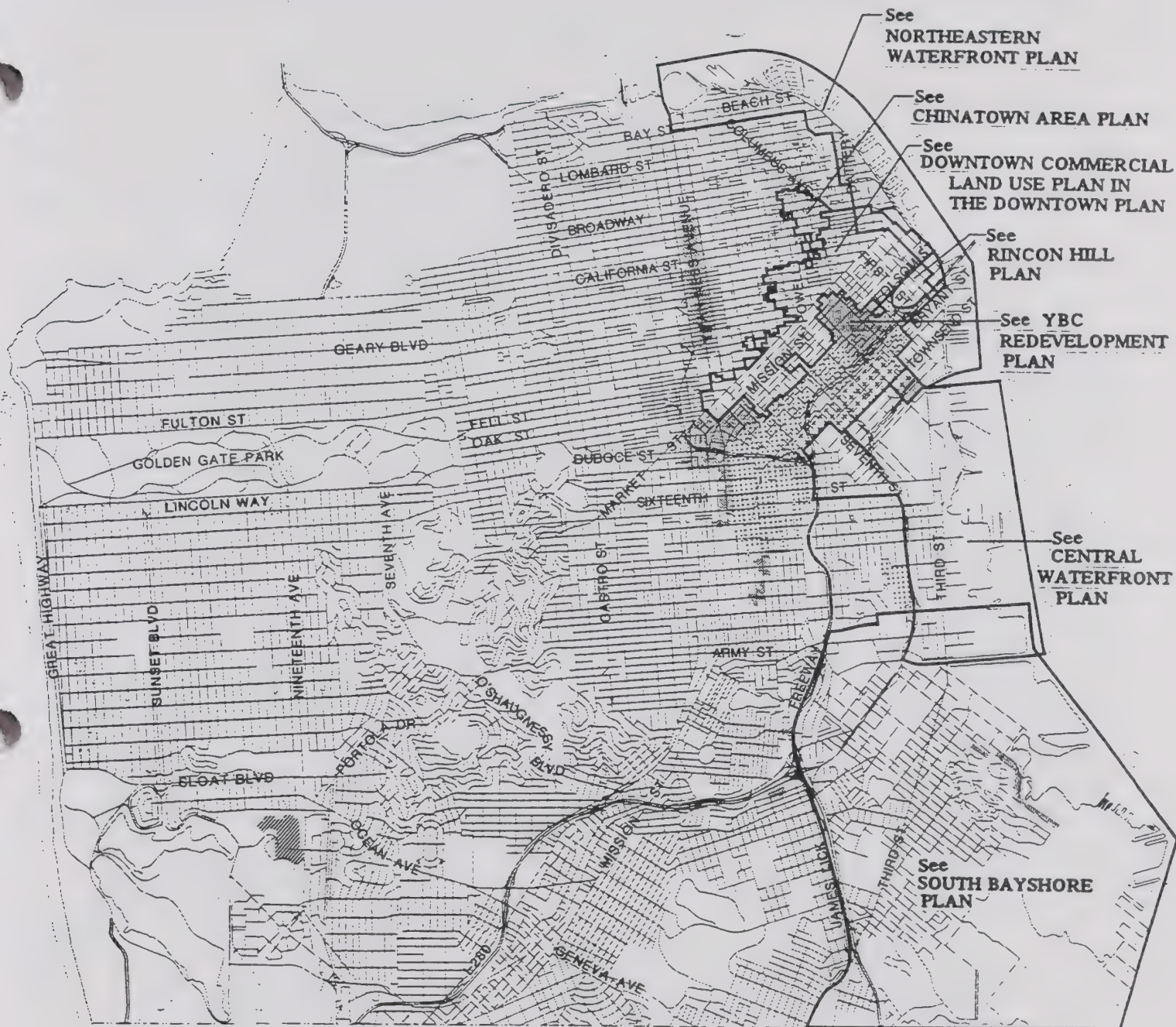
When displacement does occur, attempt to relocate desired firms within the city.

When ~~dislocation is unavoidable~~ the benefits of public actions justify dislocation, the City should seek to assist the displaced firm in obtaining a suitable alternative site in the city. This is particularly true if the situation is one in which the employment and tax revenues to the City outweigh costs to the City; it may well be appropriate to use public funds and redevelopment power to create a relocation site within the city for displaced firms.

POLICY 5

~~Avoid~~ Control encroachment of incompatible land uses on viable industrial activity.

There are a small number of locations in the city which are a mixture of residential, commercial and industrial uses which were developed prior to modern zoning controls with separate uses. The South of Market area is a prime example. Such areas are resources of needed low cost housing and should be preserved and improved where feasible. Care should be taken, however, to permit residential expansion in a way that will not cause eventual large scale displacement of existing viable businesses whenever feasible.



GENERALIZED COMMERCIAL AND INDUSTRIAL LAND USE PLAN

0 3000 FT
Map 1

 MAJOR SHOPPING

 LIGHT INDUSTRY

 BUSINESS AND SERVICES

 GENERAL INDUSTRY

Note:
For Neighborhood Commercial Areas, see the Generalized Neighborhood Commercial Land Use and Density Plan.

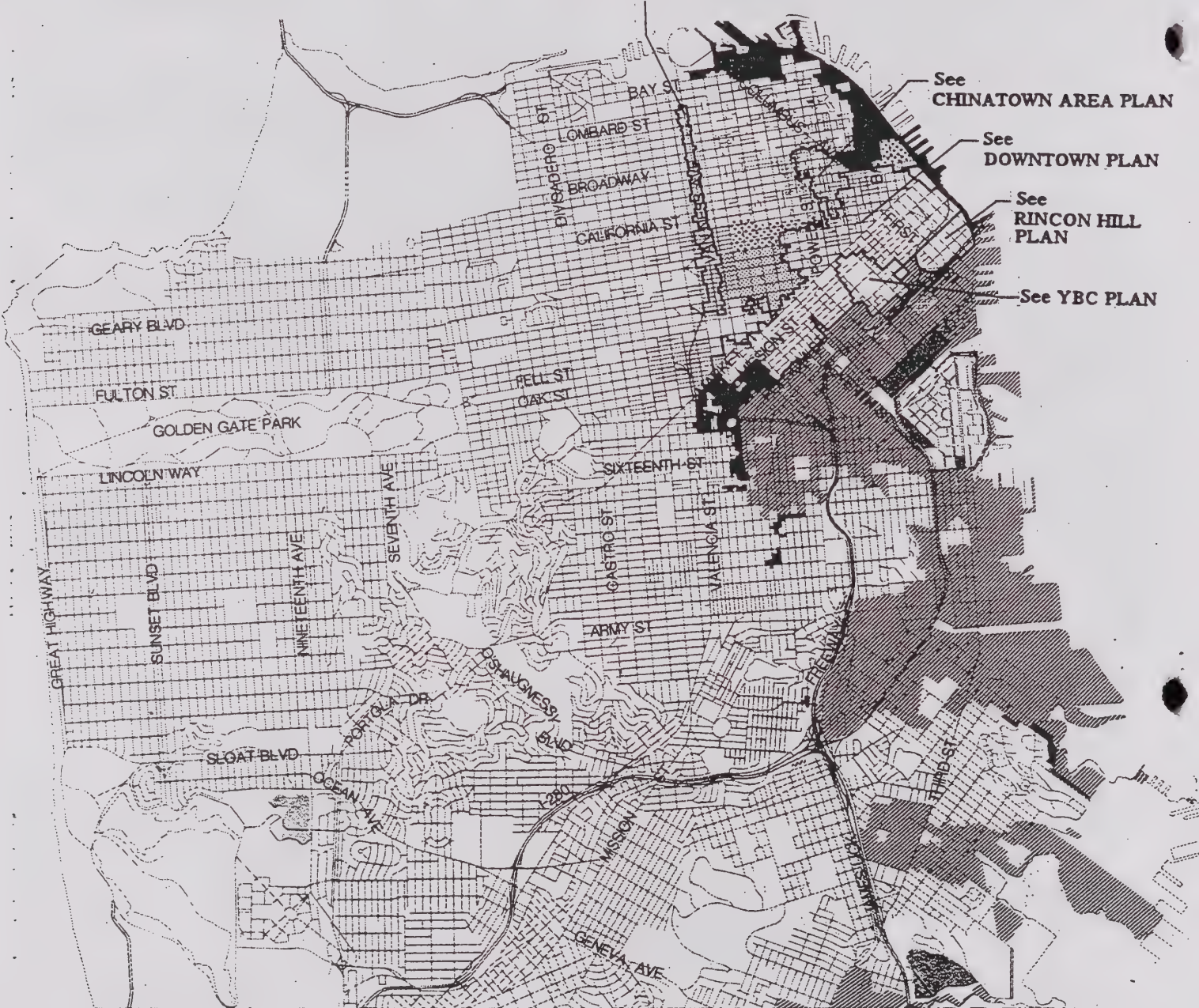
See VAN NESS AVENUE PLAN

See CHINATOWN AREA PLAN

See DOWNTOWN PLAN

See RINCON HILL PLAN

See YBC PLAN



GENERALIZED COMMERCIAL & INDUSTRIAL DENSITY PLAN (Excludes Neighborhood Commercial Areas)

Map 2

DENSITY IN COMMERCIAL AREAS
(including residential uses)

4.8-5.0 : 1 FAR

3.5-4.7 : 1 FAR

DENSITY IN INDUSTRIAL AREAS
(including residential uses)

5.0 : 1 FAR

DENSITY IN RESIDENTIAL/COMMERCIAL
AREAS (excluding residential areas)

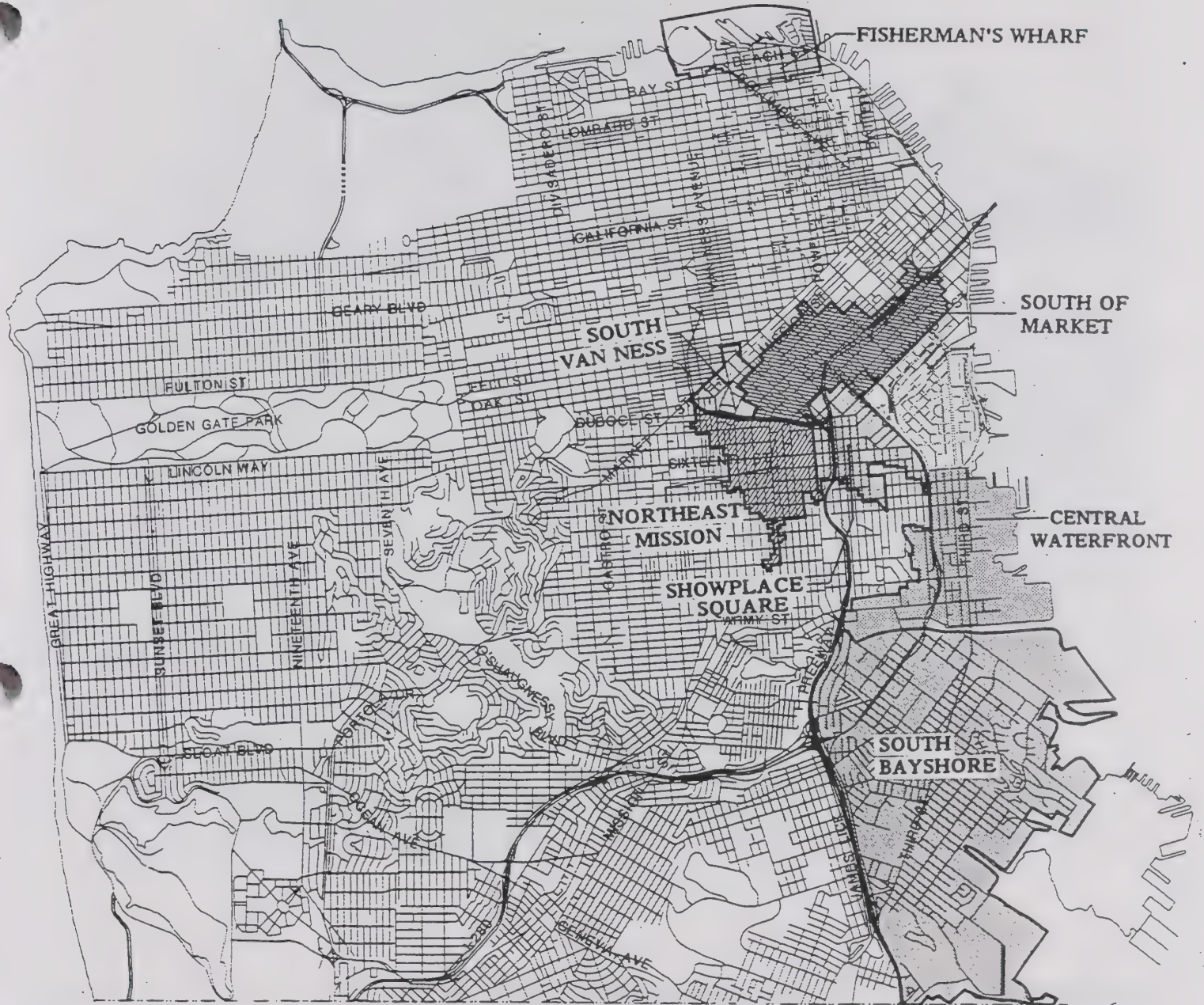
4.8 : 1 FAR

3.6 : 1 FAR

3.5-4.7 : 1 FAR

Note:

In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential-Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. See Map 3 in the Residence Element for dwelling unit densities. An additional 25% FAR may be added on corner lots in non C-3 districts. Public use areas are excluded.



0 3000 FT

AREAS UNDER STUDY

Map 3

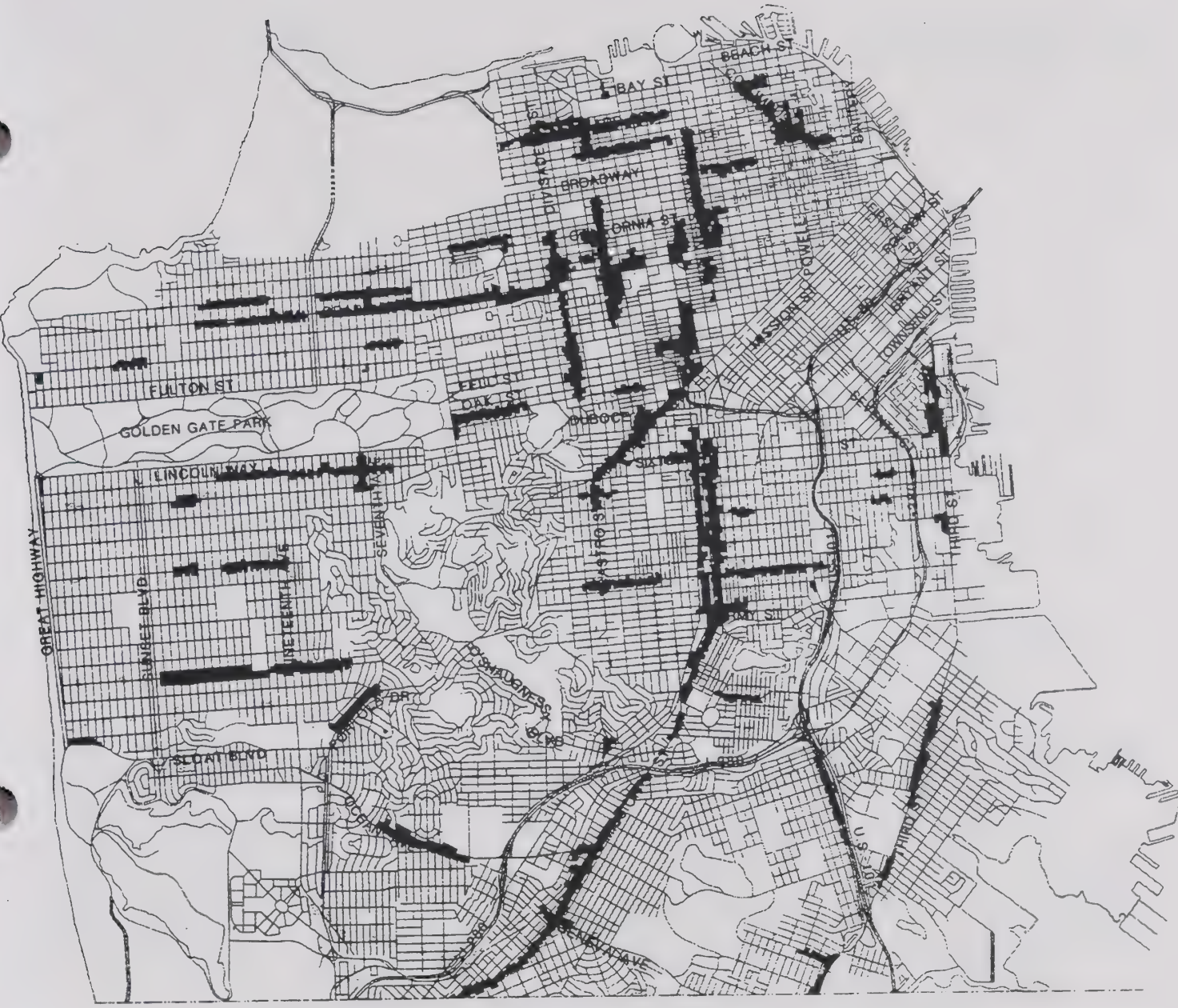
Note:
This map is for informational purposes and
is not an official part of the Master Plan.



RESIDENTIAL SERVICE AREAS OF NEIGHBORHOOD COMMERCIAL DISTRICTS AND USES

Map 4

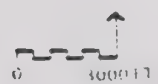
-  Neighborhood Commercial District
(Service Radius: 1/2 Mile)
-  Commercial Service Areas
-  Residential Areas Outside Service Boundaries



GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE AND DENSITY PLAN

-  Neighborhood Cluster
-  Small Scale Neighborhood District
-  Moderate Scale Neighborhood District
-  Neighborhood Shopping Center
-  Individual Neighborhood District

Commercial Intensity (Stories)	
	1
	1-2
	1-4
	1-4
	1-4



Map 5

COMMUNITY FACILITIES ELEMENT



WASTE WATER AND SOLID WASTE FACILITIES PLAN

Map 5

- | | | | |
|--|--------------------------|--|-------------------------------------|
| | Bayside Core System | | Richmond and Lake Merced Transports |
| | Westside Core System* | | Pump Station |
| | Remaining Bayside System | | Outfall |
| | Crosstown Transport* | | Water Pollution Control Plant |
| <p>*Long Range Funding Projections For Beyond 1985
 Sources:
 San Francisco Clean Water Program. February 1982
 San Francisco County Solid Waste Management. July 1983
 The Community Facilities Plan.</p> | | | Solid Waste Facility |
| | | | Retention Basin |



PUBLIC SCHOOL FACILITIES PLAN



Map 6

- | | |
|----------------------|------------------|
| c Children's Center | M Middle Schools |
| s Special Schools | H High Schools |
| E Elementary Schools | CC City College |

Note:
Boundary lines are census tracts

RECREATION AND OPEN SPACE ELEMENT



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

PROPOSED PUBLIC OPEN SPACE

 Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

 Acquire For or Convert To Public Open Space

 Provide New Open Space In The General Vicinity

..... Proposed Shoreline Trail

Map 8 EASTERN SHORELINE PLAN

SHORELINE ZONE

+++ All New Development Subject
+++ To Shoreline Guidelines

PUBLIC OPEN SPACE

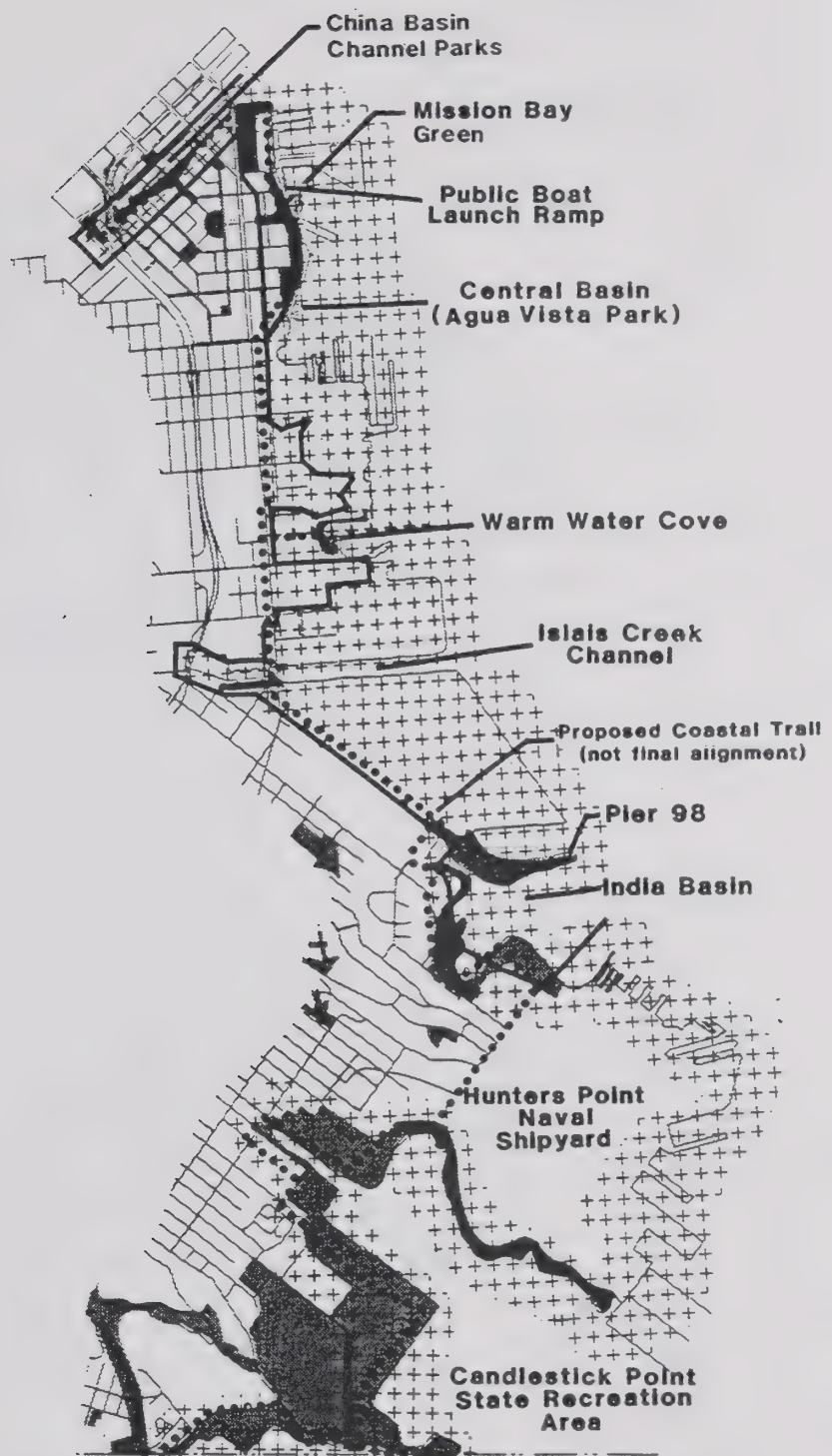
■ Maintain and Improve The Quality Of
Existing Shoreline Open Space &
Recreation

PROPOSED PUBLIC OPEN SPACE

■ Provide New Open Space Along
The Shoreline

..... Proposed Shoreline Trail

— Port Jurisdiction



TRANSPORTATION ELEMENT



TRANSIT PREFERENTIAL STREETS PLAN

Map 2

- * Regional Transit Terminal
- (Alternative Terminal Locations)
- Transit Center
- Transit Preferential Street

Transit preferential streets (TPS) are based on criteria of transit service density, as measured in transit vehicle and/or passengers per hour and/or a traffic interference conflict area. All surface rail operations (cable car, metro and streetcars) are designated as TPS by fact of the different operating characteristics of rail vehicles. In addition, short segments of a few blocks are designated TPS to connect segments for system continuity.

The transit vehicle density is based on all regularly scheduled public transit operation over the street segment, including Muni, Golden Gate, and Samtrans buses. As transit service levels change, additional street segments may be classified as transit preferential streets.



RAPID TRANSIT PLAN

Map 3

- Rapid Transit Line
- Surface Streetcar Line
- Transit Center
- (Alternative Center Locations)
- ⊙ Combined Bart & Muni Subway Station
- Major Crosstown Bus Route

The final system form (subway, surface, or combination) should be determined after a thorough study considering economic, social and environmental impacts on the neighborhoods and requirements of transit to marin county and the third street corridor. All rapid transit line additions will be the subject of extensive technical studies and public hearings, and are contingent on the availability of resources. The long range transit and circulation requirements of the city indicate a need for further investment in transit to upgrade the quality, efficiency and equity of service to all neighborhoods.

PROPOSED CHANGE
February 1990

PROPOSED CHANGE
February 1990



SIGNED BIKEWAYS PLAN

Map 5

- Class I , Off-Road, Separate Path
- Class II , Striped Lanes and Signs
- Class III, Route Signs Only
- ⬆ American Youth Hostel, Bldg 240, Fort Mason



PREFERRED COMMUTE BIKE ROUTE

Map 6

This map was compiled in cooperation with the San Francisco Bicycle Coalition, the Department of Public Works, and the California Department of Transportation, District 4.

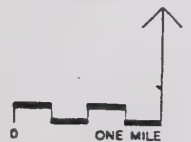
The routes, for the most part, are unsigned and not recommended for novice cyclists.

URBAN DESIGN ELEMENT



PLAN FOR STREET LANDSCAPING AND LIGHTING

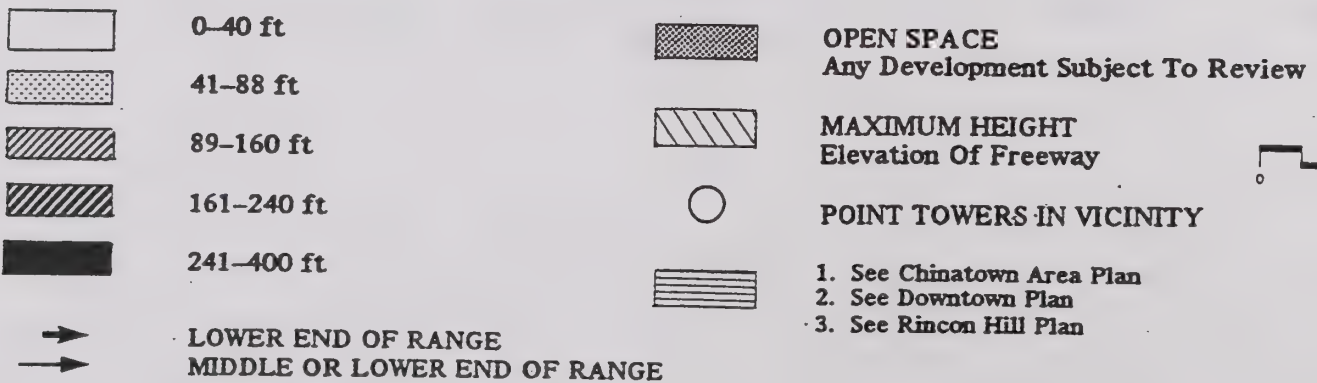
Map 2



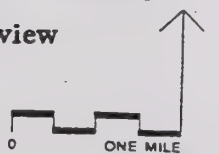
Map 3



URBAN DESIGN GUIDELINES FOR HEIGHT OF BUILDINGS

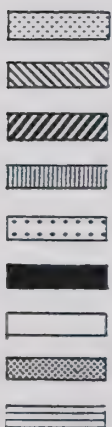


Map 4





URBAN DESIGN GUIDELINES FOR BULK OF BUILDINGS



Guidelines Apply
Above Height Of

40 ft
80 ft
40 ft *
40 ft
60 ft
150 ft

Guidelines For
Maximum Plan
Dimension

110 ft
110 ft
110 ft *
250 ft
250 ft
250 ft

Guideline For
Maximum Diagonal
Plan Dimension

125 ft
125 ft
140 ft *
300 ft
300 ft
300 ft

Map 5



Bulk Regulated By Height Controls

OPEN SPACE: Any Development Subject To Review

1. See Chinatown Area Plan
2. See Downtown Plan
3. See Rincon Hill Plan

* Also Applies To Point Towers Where Designated In
Urban Design Guidelines For Height Of Buildings.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13017

WHEREAS, Mission Bay is generally bounded by Third Street, Berry Street, Fourth Street, the China Basin Channel, China Basin Street, Mariposa Street, Pennsylvania Street, Seventh Street, and Townsend Street; Assessor's Blocks 3795-3798, 3804-3806, 3809, 3810, 3813, 3819, 3822, 3832, 3835, 3837-3841, 3849-3853, 3880, 3892, 3942 and 3944; Lot 2 in Block 3940 portion of Block 3841 westerly of China Basin Street; Lot 6 in Block 3943; Lot 1 in Block 3948; and portion of Block 9900 along China Basin Street; and

WHEREAS, on September 27, 1990, the City Planning Commission ("Commission") adopted Resolution Nos. 12040 and 12041, among other Resolutions, in connection with its approval of the Mission Bay Documents, including a Development Agreement, City Planning Code and Zoning Map Amendments, Master Plan Amendments and the Mission Bay Plan, and took other related actions including adoption of certain findings all as more particularly described in said Resolution Nos. 12040 and 12041; and

WHEREAS, thereafter the appropriate Mission Bay Documents were presented to Board of Supervisors ("Board") and referred to the Board's Select Committee on Mission Bay ("Select Committee") with the recommendations of this Commission, which Select Committee conducted numerous workshops and hearings thereon and adopted various amendments to the Development Agreement and City Planning Code Amendments which, along with certain other resolutions, findings and related actions, were thereupon passed for second reading by the Board on January 7, 1991; and

WHEREAS, pursuant to that certain letter from the Clerk of the Board dated January 23, 1991, a copy of which is attached hereto as Exhibit A, the Board of Supervisors has requested, on or before February 15, 1991, any Commission comments concerning the Mission Bay legislation which the Board passed for second reading on said January 7, 1991 and, in particular, the Board has invited the Commission's comments with respect to the four issues described by the Clerk of the Board in said letter of January 23, 1991; and

WHEREAS, this Commission has responded to that request and held public workshops on January 28, 1991 and February 4, 1991 and conducted a duly noticed public hearing on February 14, 1991 in connection therewith; and

WHEREAS, the Director of the Department of City Planning on February 4, 1991 ("Director") recommended modifications to the proposed Development Agreement and Mission Bay Plan responding to the request of the Board of Supervisors; and

WHEREAS, a Final Environmental Impact Report ("FEIR") has been prepared by the Department of City Planning ("Department") consisting of the draft Environmental Impact Report ("DEIR"), the supplement of the DEIR, comments received during the review periods and any additional information that became available, and the Draft Summary of Comments and Responses as required by law; and

WHEREAS, the Mission Bay Environmental Impact Report files and other Mission Bay related Department files have been made available for review by the Commission and the public, and these files are part of the record before the Commission; and

WHEREAS, on August 23, 1990, the Commission reviewed and considered the FEIR and, by Motion No. 12006, found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA"), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, by said Motion No. 12006, the Commission also found that the FEIR was adequate, accurate and objective, and that the Summary of Comments and Responses and its subsequent memoranda contain no significant revisions to the draft and supplemental Environmental Impact Reports, and certified the completion of the FEIR as in compliance with CEQA and the CEQA Guidelines; and

WHEREAS, in approving Master Plan amendments, Planning Code and Zoning Map Amendments and the Development Agreement the Commission adopted findings of significant environmental impacts and a statement of overriding benefits associated with the Project as required by CEQA, as set forth in Attachment A to Resolution No. 12040 and incorporated by reference into Resolution No. 12041 (all as more particularly set forth in said Resolution); and

WHEREAS, on February 4, 1991 the Commission adopted a motion of intention to approve the recommendations of the Director and directed the Department to prepare final language for the Commission's consideration at a duly noticed public hearing on February 14, 1991; and

WHEREAS, the recommendations of the Director regarding modifications to the Mission Bay Documents including the Mission Bay Plan were made available on February 8 (proposed Master Plan amendments) and 11 (proposed Development Agreement amendments), 1991 to the public and to the Commission for the Commission's review, consideration and action; and

WHEREAS, on February 14, 1991, the Commission considered those recommendations, as amended, and heard public testimony; and

WHEREAS, the Commission hereby finds that said modifications to the Mission Bay Plan and Mission Bay Documents are necessary, desirable and appropriate; and

WHEREAS, based upon the Commission's review of the FEIR and the memoranda to the Commission referred to in Resolution No. 12040 and incorporated by reference in Resolution No. 12040 and the Memoranda to the Mission Bay EIR file dated February 12 1991, the Commission hereby finds that: (1) modifications incorporated into the Project, as modified by this Resolution, will not require important revisions to the FEIR, and do not involve new significant environmental impacts, (2) no substantial changes have occurred with respect to the circumstances under which the Project is undertaken which would require important revisions to the FEIR due to involvement of new significant impacts, and (3) no new information of substantial importance to the Project has become available which would indicate the need for subsequent analysis of the environmental impacts, alternatives or mitigation measures; and

WHEREAS, the Department has prepared proposed modifications to the Mission Bay Findings (as same are defined and attached to Resolution No. 12040), which proposed modifications were made available to the public and the Commission for the Commission's review, consideration and action; and

WHEREAS, the Commission has reviewed and considered the Mission Bay Findings and the proposed modifications thereto recommended by the Department and attached hereto as Exhibit B; and

WHEREAS, the Commission hereby finds that all significant environmental effects associated with the Project (as modified hereby and as described in the Mission Bay Findings as amended and modified by Exhibit B hereto) and the FEIR, have been fully and adequately analyzed and the material before the Commission and no additional information is required to make an informed decision regarding the environmental impacts of the Project and the appropriate mitigation measures; and

WHEREAS, the Commission has reviewed the Mission Bay Documents, as passed by the Board for second reading on January 7, 1991, and the proposed amendments to the Mission Bay Plan and Development Agreement, as contained in Exhibits C and D hereto, and finds that

the Mission Bay Plan and Development Agreement as so amended are consistent with the Master Plan, the Central Waterfront Plan, and the Master Plan Elements and finds further that the Master Plan is internally consistent; and

WHEREAS, the proposed Mission Bay Plan amendments and the proposed Development Agreement amendments attached hereto as Exhibits C and D are, on balance, consistent with the Priority Policies of City Planning Code Section 101.1 for the same reasons set forth in Resolution Nos. 12040 and 12041, except that the proposed amendments to the Development Agreement and Mission Bay Plan increase the City's supply of affordable housing by up to an additional 250 on-site units over that described in said resolution and link the development of commercial space to a certain extent to the satisfaction of the City Share Housing Finance Requirements, establish specific conditions on the development of later commercial space by requiring the provision of the additional 250 units, identify funding mechanisms for the City's Affordable Housing under the Development Agreement, and provide for the maintenance of the existing City affordable housing programs outside of the Project Area, all of which improve the public benefits to the City arising from the Mission Bay Project;

THEREFORE BE IT RESOLVED, that the City Planning Commission hereby adopts, as required by CEQA, the Mission Bay findings described in Resolution No. 12040 as amended by Exhibit B hereto all of which is incorporated herein by this reference, with respect to the actions taken herein; and

BE IT FURTHER RESOLVED, that the City Planning Commission having received public testimony during the course of its workshops and public hearing and having reviewed the recommendations and the revised Mission Bay Documents prepared by the Director, the Commission hereby ADOPTS the Mission Bay Plan Amendments attached hereto as Exhibit C; and

BE IT FURTHER RESOLVED, that the City Planning Commission hereby approves the proposed amendments to the Development Agreement attached hereto as Exhibit D and recommends the adoption thereof to the Board along with such conforming amendments as may be necessary elsewhere in the Development Agreement; and

BE IT FURTHER RESOLVED, that the Commission hereby reaffirms and readopts Resolution Nos. 12040 and 12041 except as modified hereby; and

I hereby certify that the foregoing resolution was ADOPTED by the City Planning Commission on February 14, 1991.

LINDA AVERY

Commission Secretary

AYES: BIERMAN, ENGMANN, HU, MORALES, SEWELL, BOLDRIDGE, NOTHENBERG

NOS: None

ABSTAIN: None

ABSENT: None

LAC/83

EXHIBIT C

February 14, 1991

Mission Bay Plan Proposed Amendments

Double brackets indicate [[deletions]]; underscores indicate additions.

CHAPTER 3

P. 3-1, col. 1	2nd para. line 4	Should read "it will add [[about 8270]] <u>about 8500</u> new housing units"
P. 3-1, col. 2	7th para. line 3	Should read "South of the Channel [[up to 7,370]] <u>about 7,600</u> units"
P. 3-2, col. 2	Housing line	Should read "[[8,270]] <u>8,500</u> units*"
P. 3-2, col. 2	Both Affordable housing lines	Add double asterisks "***" after units Change [[100]] live/work to <u>150</u> live/work units
P. 3-2, col. 1	footnotes	Insert new footnote " <u>*** The City and Catellus between them will provide an additional approximately 250 affordable housing units associated with residential and non-residential sites</u> "
P. 3-2, col. 1	lines 24, 25, 38	Change "***" to "****"
Following p. 3-10, Fig. 8	bottom of page	Add " <u>Non-residential sites south of the Channel may include residential uses which are not reflected in Maximum Floor Area Ratios</u> "
P. 3-11, col. 1	1st para. line 3	Should read "by the development of [[8,270]] <u>about 8,500</u> new housing units"
Following p. 3-12, Fig. 9	bottom of page	Add " <u>An additional 250 affordable units may be added by the City and Catellus on residential and non-residential sites south of the Channel, subject to the Design Guidelines</u> "
P. 3-14, col. 1	following first para.	Sentence should read "A total of another [[100]] <u>175</u> affordable units may be added in any block or blocks designated "A". and a total of another 70 market-rate units <u>and 125 affordable units</u> may be added in any other block or blocks"

P. 3-15, col. 1	following 4th para.	Add new paragraph " <u>Housing will also be included within various residential and non-residential sites south of the Channel. Additional units (up to 250) can be accommodated in association with other uses on these sites.</u> "
P. 3-15, col. 2	6th para. line 1	Should read "[[Of the 8,270 new units, 3,000 are to be affordable]] <u>Of the about 8,500 new units, approximately 3,250 are to be affordable</u> "
P. 3-15, col. 2	6th para. lines 7 and 8	Should read "The affordable housing sites for the 2,300 units are shown below. <u>An additional approximately 250 affordable units will be provided by the City and Catellus on residential and non-residential sites south of the Channel.</u> Included in the [[8,270]] <u>8,500</u> units are up to [[100]] <u>150</u> live-work units to be located in [[50,000]] <u>about 75,000</u> square feet along the Third Street corridor."
P. 3-20, col. 2.	Affordable units line	Should read [[910]] <u>900</u> square feet
Following p. 3-21, Fig. 10	bottom of page	Add note " <u>A variety of apartment types may be included within non-residential sites south of the Channel</u> "
P. 3-73, col. 1	4th para. line 4	Insert new sentence " <u>Artist live/work units may be in addition to this floor area.</u> "
P. 3-91, col. 1	1st para. line 2	Should read "Upper floor housing is [[not contemplated but is]] permitted."
P. 3-91, col. 1	3rd para. line 4	Add " <u>Ground level housing is permitted on the Illinois Street frontage.</u> "

CHAPTER 4

P. 9	first para. under Housing, middle of 2nd sentence	Should read "commence the first increment of housing (estimated to be approximately 500 units) within [[five]] <u>two</u> years"
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File No. 88.113 ECMRS
Amendment of the
Recreation and Open
Space Element of
the Master Plan

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13038

WHEREAS, The City Charter requires that the City Planning Commission (Hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, The Recreation and Open Space Element of the Master Plan identifies certain undeveloped properties as appropriate for acquisition as public open space, as illustrated on Map 4 "Citywide Recreation and Open Space Plan"; and

WHEREAS, Policy 7 under "Citywide Recreation and Open Space System" states that priority should be given to acquire sites that are threatened by development. This policy further states that if the owner of a privately owned site proposed for acquisition wishes to develop the site it should be determined whether the Recreation and Park Commission is prepared to proceed with acquisitionand if not, processing of the development proposal should proceed; and

WHEREAS, The Residence Element of the Master Plan advances the expansion of housing opportunities and the development of new housing to meet the broad demand for new homes in San Francisco; and

WHEREAS, That certain vacant property consisting of three separate parcels comprised of Assessor's Block 5407-Lot 2, the unimproved 100 Block Diana Street Right of Way, and Block 5408-Lot 16 are identified as "Proposed Public Open Space" on Map 4 of the Recreation Element of the Master Plan, that property being used for many years as a truck farm; and

WHEREAS, In 1987 through 1990 the Citizens Committee for Open Space Acquisition and Development considered the priority standing for acquisition of this property for open space and found, in consultation with neighborhood groups, that acquisition of this land at this time was of low priority relative to other citywide needs; and

WHEREAS, The owners of Lot 2, Assessor's Block 5407 desire to build 18 new homes, 3 of which will be made available to families earning less than 120 percent of median income. These three homes will also provide entrepreneurial and business ownership opportunities in that these homes will also have facilities for licensed day care services for up to twelve people;

THEREFORE BE IT RESOLVED, That the City Planning Commission, in balancing the goal of maintaining open space resources and expanding housing opportunities, concludes and

determines that the benefits derived from new housing in this area outweigh the partial loss of open space opportunities;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby amends the Recreation and Open Space Element of the Master Plan by modifying "Map 4" titled "Citywide Recreation and Open Space Plan" by removing the designation of "Acquire For Or Convert To Public Open Space" for that certain property identified as Assessor's Block 5407, Lot 2, and that directly adjacent portion of the Diana Street right of way, approximately 60 feet in width, running northerly between Williams and Thornton;

AND BE IT FURTHER RESOLVED, That the remaining portion of the Diana Street right of way approximately 40 feet in width, and that certain property identified as Assessor's Block 5408, Lot 16 retain their designation of "Acquire For Or Convert to Public Open Space."

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of March 14, 1991.

*Commission Secretary
Linda Avery*

AYES: Commissioner Bierman, Boldridge, Engman, Hu, Morales, Karasick

NOES: None

ABSENT: Sewell

ADOPTED: March 14, 1991

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13088

WHEREAS, In March of 1984 the State/Local Partnership Program of the San Francisco Arts Commission published "Planning for the Arts in San Francisco, Phase III Report to the California Arts Council;" and

WHEREAS, The 1984 "Phase III Report" proposed the creation of an Arts Element for the San Francisco Master Plan; and

WHEREAS, The San Francisco Board of Supervisors approved the "Phase III Report" by Resolution No. 256.84 on April 9, 1984; and

WHEREAS, The State/Local Partnership Program and the Planning Department applied for and received National Endowments for the Arts - Design Arts funding for the San Francisco Arts Policy Plan Project during December of 1987; and

WHEREAS, Between January of 1988 and November of 1988 project consultants were hired and an Arts Policy Resource and Development Committee of over 250 individuals representing the broad diversity of the San Francisco arts community was formed; and

WHEREAS, Between November of 1988 and February of 1989, the members of the Arts Policy Resource and Development Committee met in focus groups to formulate policy proposals; and

WHEREAS, On February 7, 1989 at Theatre Artaud the first draft of the "Arts Policy Plan" was presented at a duly notice pulic forum; and

WHEREAS, The focus groups of the Resource and Development Committee met twice during March and April of 1989 to further review and modify the draft "Arts Policy Plan;" and

WHEREAS, During 1989 the Arts Policy Plan Project received additional funding from the California Arts Council, the San Francisco Foundation and the City and County of San Francisco; and

WHEREAS, The San Francisco Arts Commission approved the public release of the second draft of the "Arts Policy Plan" during December of 1989; and

WHEREAS, In the spring of 1990, a directed effort to further broaden the input on the draft "Arts Policy Plan" was conducted by the consultants and staff through a series of meetings with large budget arts organizations, the Multicultural Arts Consortium, the funding community, the Arts and Business Council of the Chamber of Commerce and the Mayor's Arts Cluster group; and

WHEREAS, The draft policy plan was also submitted to City Department heads for review and comment in April of 1990; and

WHEREAS, A third draft of the "Arts Policy Plan" incorporating comments and concerns from the spring of 1990 review period was released as a Proposal for Citizen's Review in August of 1990; and

WHEREAS, On January 24, 1991 during a duly noticed public hearing before a joint meeting of the Planning Commission and Arts Commission, testimony was heard on the Proposal for Citizen's Review; and

WHEREAS, Based on the January 24, 1990 testimony and comments the "Arts Policy Plan" staff re-drafted the "Arts Policy Plan as a Proposal for Adoption" and prepared a companion Implementation document; and

WHEREAS, The Proposal for Adoption was reviewed on April 24, 1991 by the Office of Environmental Review and found to have Exempt Status under General Rule Exclusion of State Guidelines, Section 15061(b)(3); and

WHEREAS, The Proposal for Adoption was released for public review on May 20, 1991; and

WHEREAS, The Proposal for Adoption contains six goals and related policies to help guide the City of San Francisco leadership and support of the arts as a cultural, economic and educational sector of the local community; and

WHEREAS, The "Arts Policy Plan Proposal for Adoption" was presented to a joint meeting of the San Francisco Arts Commission and Planning Commission during a duly noticed public hearing on May 30, 1991 for consideration as a new Arts Element of the San Francisco Master Plan; and

WHEREAS, Based on their review and May 30, 1991 testimony, the San Francisco Arts Commission recommended adoption of the Proposal for Adoption to San Francisco Planning Commission as a new Arts Element of the San Francisco Master Plan; and

WHEREAS, "Part 2: Goals and Implementing Actions" for the Arts Policy Plan was prepared by staff as a companion document to the "Proposal for Adoption" with an attached Memorandum to the City Planning Commission and Arts Commission detailing the involvement of city agencies and time lines for implementation of the "Proposal for Adoption"; and

WHEREAS, Neither the Arts Commission nor the City Planning Commission endorsed "Part 2: Goals and Implementing Actions" in its May, 1991 draft form; and

WHEREAS, The City Planning Commission requested that the Arts Commission continue working with city agencies to refine and further develop the Goals and Implementing Actions document and implementing process.

THEREFORE BE IT RESOLVED, The San Francisco Planning Commission hereby adopts the "Arts Policy Plan Proposal for Adoption" dated May, 1991 and modified as directed by the Planning Commission during the May 30, 1991 public hearing as a new Arts Element for inclusion in the San Francisco Master Plan.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission on May 30, 1991

Linda Avery
Secretary

AYES: Commissioners Bierman, Engmann, Hu, Morales, Nothernberg
NOES: NONE
ABSENT: Commissioners Boldridge, Sewell
ADOPTED: May 30, 1991

File No. 91.101M
Amendment to Recreation & Open Space
Element of Master Plan to add new
policy on protection and acquisition of
natural areas, and related amendments.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13149

WHEREAS, on May 10, 1990, at a joint hearing of the Recreation and Park Commission and the City Planning Commission, the General Manager of the Recreation and Park Department recommended acquisition of a number of "natural area" sites, listed under a new "Natural Areas Banking" category of the San Francisco Park and Open Space (Proposition E) Fund; and

WHEREAS, acquisition of public open space is in conformity with the intent of the Master Plan, but some of the specific sites proposed for acquisition were not identified in Map 4, the Citywide Recreation and Open Space Plan of the Recreation and Open Space Element of the Master Plan; and

WHEREAS, The Recreation and Open Space Element of the Master Plan does not have policy language specifically calling for public acquisition of "natural areas" as public open space; and

WHEREAS, A number of undeveloped natural area sites remain throughout the City which could be preserved in a natural condition and protected from development through public acquisition; and

WHEREAS, At the May 17, 1990 joint hearing of the Recreation and Park Commission and the City Planning Commission, the Planning Commission President directed Planning Department staff to draft an amendment to the Recreation and Open Space Element of the Master Plan, adding a new policy calling for the City to protect and acquire natural area sites as public open space, and identifying criteria to use to identify appropriate natural area sites for public acquisition; and

WHEREAS, Staff has drafted amendments which would add a new Citywide Policy #13 calling for the City to: "Preserve and protect significant natural resource areas," and amend text of Citywide Policy No. 2, and No. 7, referencing the new policy, attached hereto as Attachment A; and

WHEREAS, The City Planning Commission held public hearings on the proposed amendments on May 2, 1991, and May 9, 1991, and took public testimony; and

WHEREAS, Planning Department staff held several additional meetings of interested parties to receive additional public input and revise the proposed amendments; and

WHEREAS, the City Planning Commission held a public hearing on the matter on July 25, 1991 to further consider the proposed amendments; and

CITY PLANNING COMMISSION

File No. 91.101M

Amendment to Recreation & Open Space
Element of Master Plan to add new
policy on protection and acquisition of
natural areas, and related amendments.
Page 2

WHEREAS, the City Planning Commission has read and reviewed the environmental analysis of the proposed amendments, which finds the proposed amendments would not represent any substantial changes in the environmental impacts discussed in Negative Declaration No.85.368EM, and hereto included as Attachment B;

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt amendments to the Recreation and Open Space of the Master Plan, attached hereto as Attachment A.

I hereby certify that the foregoing Resolution was ADOPTED By the City Planning Commission on August 15, 1991

Martha Kessler
Acting Secretary

AYES; Commissioners Bierman, Boldrodge, Engmann, Hu, Morales,
Karasick, Sewell

NOES: None

ADOPTED: August 15, 1991

ATTACHMENT A

NOTE: Text is shown as adopted by the City Planning Commission on August 15, 1991 by CPC Resolution No. 13149. Policy 13 is proposed to be added.

Policy 13**Preserve and protect significant natural resource areas.**

A number of publicly and privately owned open spaces exist throughout the City which have not been developed, are relatively undisturbed and remain in a nearly natural state. Some areas, although partially modified, provide habitat or natural features that make them unique and valuable.

Natural resource areas include forested areas, woodlands, grassy open fields and hilltops, chaparral, coastal scrub, mud flats, beaches and sand dunes, as well as wetlands, fresh water lakes and streams. They also include natural resource areas and naturalistic areas within existing developed City parks.

The following criteria should be used to determine what constitutes a significant natural resource area worthy of protection:

- The site is undeveloped and relatively undisturbed, and is a remnant of the original natural landscape and either supports a significant and diverse or unusual indigenous plant or wildlife habitat or contains rare geological formations or riparian zones.

- The site contains rare, threatened, or endangered species, as identified by the U.S. Fish and Wildlife Service or California Department of Fish and Game, or contains habitat that has recently supported and is likely again to support rare, threatened, or endangered species.
- The site is adjacent to another protected natural resource area and, if protected from development, the two areas together would support a larger or more diverse natural habitat.

To protect from development those natural areas which are in private ownership, public acquisition would be desirable. However, all parts of all areas meeting these criteria may not be equally worthy of protection. Nor, given limits to funding sources, is it likely that there will be the means to acquire all of them. Furthermore, there may be other uses of the site that may take precedence.

Therefore, whether or not a specific natural resource area, or a portion thereof, should be acquired will depend on:

1. The availability of funds.
2. The relative importance of the site as a natural area.
3. A determination at the time acquisition is proposed regarding whether or not, pursuant to other policies of the Master Plan, there is a higher priority use, to which the site should be devoted. For

example, a site proposed and needed in its entirety for permanently affordable housing, as defined by the Residence Element, should not be acquired for open space.

If development is proposed for a natural resource area which is not to be publicly acquired, the City Planning Commission may require any development that is approved, to preserve the most important portions of the area, if it is feasible and consistent with the Planning Code to do so.

Natural Resource Area Management Plan

Once protected from development by public ownership, the natural resources of the site should be protected and enhanced through restrictions on use and appropriate management practices. Native plant habitats should be preserved and efforts undertaken to remove exotic plant species from these areas. Natural area management plans should be developed for publicly owned land throughout the City which would identify potentially significant natural areas, inventory them, and identify the presence of natural resources. The plan should establish a consistent set of management policies and practices to protect and enhance the resources. It should also identify policies governing access and appropriate recreational use and enjoyment of protected natural areas to ensure that the natural resource values are not diminished or impacted by public use. The plans should include those portions of public lands, such as parts of Golden Gate Park, which have been made to look naturalistic and which support a diverse plant or wildlife community.

Citywide Policy 7

Acquire additional open space for public use.

San Francisco already has an extensive system of public open space owned by the Recreation and Park Department, other City agencies, and the State and Federal Government. Nevertheless, additional public open space is needed in certain areas and should be acquired and/or developed for public use and enjoyment.

Various parts of this Plan describes open spaces that would be desirable to acquire. ((These areas are shown on Map 4.)) Map 4 in the Citywide section identifies some of these areas. Policy 13 in the Citywide section also identifies the criteria to be used in determining which natural areas to acquire. The Shoreline section of this Plan identifies areas along the shoreline, particularly on the eastern waterfront, which should be made into usable public open space. The Neighborhood section of the Plan discusses some specific sites and some general areas where additional public open space is needed but where specific sites have not been identified. Similarly the Downtown section of the Plan ((discusses)) describes areas where additional open space is needed.

Note: See Recreation and Open Space Element, p.13.17.

Note: Text proposed to be deleted from Citywide Policy 2 is shown below. Much of it is incorporated into the text of the policy proposed to be added, covering protection and acquisition of natural areas.

Citywide Policy 2

Preserve existing public open space.

((Natural Areas

Several open spaces within the City contain areas that are relatively undisturbed and remain in a nearly natural state. They include natural areas within Golden Gate Park, forested areas, grassy open fields and hilltops, and mud flats, beaches and sand dunes, as well as fresh water lakes. These areas support the more common indigenous flora and fauna and may provide habitat for rare or endangered species. These natural areas should be identified and protected from change that would alter the habitat, or promote growth of non-native species. Native plant habitats should be preserved and efforts undertaken to remove exotic plant species from these areas.))

Note: See Recreation and Open Space Element, p1.3.13, and 1.3.14.

SS/504

p.1-6

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13159

WHEREAS, The Charter requires that the City Planning Commission (hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, The City Planning Commission adopted the Northeastern Waterfront Plan on January 19, 1977 by Resolution No. 7643 as part of the Master Plan of the City and County of San Francisco; and

WHEREAS, The City Planning Commission amended the Northeastern Waterfront Plan on the following dates: January 31, 1980 by Resolution No. 8481; May 29, 1980 by Resolution No. 8596; December 4, 1980 by Resolution No. 8781; May 13, 1982 by Resolution No. 9387; July 14, 1983 by Resolution No. 9755; November 10, 1983 by Resolution No. 9862; and

WHEREAS, The San Francisco Redevelopment Agency has proposed an amendment to the Official Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area which would, in summary:

1. Permit residential uses on two (2) parcels within the South Beach sub-area: Parcel I-1 (Oriental Warehouse and Palmisano parcels, located on First and Brannan Streets, AB 3766) and Parcel D, located on the northwest corner of Bryant and Beale Streets (AB 3766);
2. Permit office uses on Parcel C-1, located on the northwest corner of Folsom and Steuart Streets (AB 3741) within the Rincon Point sub-area;
3. Increase the height limit on Parcels I-1 and I-3 from 105 to 160 feet;
4. Increase the residential density on Parcel F-1 (northeast corner of Bryant and First Streets) from 110 to 130 dwelling units per acre;
5. Allow accessory parking and housing as permitted uses for the Oriental Warehouse (AB 3789);
6. Require the Redevelopment Agency to impose fees, conditions and exactions to commercial office developers within the Rincon Point sub-area;
7. Include the Redevelopment Agency's Housing Participation Policy;
8. Permit alternative land uses to be combined on the same parcel; and
9. Allow the Redevelopment Agency, on a short term basis, to lease any of its property for uses which are not in conformance with the adopted Redevelopment Plan, which amendment is described more fully in the "Proposed Amendment to the Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area; and

WHEREAS, The Northeastern Waterfront Plan would require amendment to accommodate the amendment to the Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area, which is included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco," dated October 15, 1991, and which would:

1. Amend Map 5 "North China Basin Area Land Use Plan," pg. II.7.33, to permit residential uses on two parcels within the South Beach sub area: Parcel I-1 (Oriental Warehouse and Palmisano parcels, located on First and Brannan Streets, AB 3766) and Parcel D, located on the northwest corner of Bryant and Beale Streets (AB 3766);
2. Amend Map 4, "Ferry Building Area Land Use Plan," pg. II.7.24, and under "Block 3741 Policy 1" text on pg. II.7.32 to permit up to 460,000 gross square feet of office uses on Parcel C-1, located on the northwest corner of Folsom and Steuart Streets (AB 3741) within the Rincon Point sub-area;
3. Amend Map 3, "Proposed Height and Bulk Districts," pg. II.7.17 to increase the height limit on Parcels I-1 and I-3 from 105 to 160 feet;
4. Amend Map 5, "North China Basin Area Land Use Plan," pg. II.7.33 and text under Historic Preservation Policy 2 text on pg. II.7.37 to allow accessory parking and housing as permitted uses for the Oriental Warehouse parcel (AB 3789);
6. Amending text under "Walkways and Open Space Policy 2 on pg. II.7.37 describing a "major" plaza next to the Oriental Warehouse parcel (AB 3789); and

WHEREAS, It would be desirable to adopt the proposed amendment to the Northeast Waterfront Plan included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco," dated October 15, 1991; and

WHEREAS, The proposed amendment has been evaluated and was determined by the Department to fall within the range of impacts evaluated in the Supplemental Environmental Impact Report (90.088E), which document has been reviewed, considered and certified by the Commission on August 15, 1991, and thus warrant no further environmental review; and

WHEREAS, The proposed Master Plan amendment is on balance consistent with the Eight Priority Policies of the Planning Code based on the following findings:

1. The proposed Master Plan amendment would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.

2. The proposed Master Plan amendment would have no adverse effect on the City's housing stock or on neighborhood character, and is intended to protect and enhance housing resources in the area, which is near the employment center of Downtown. It will permit construction of low and moderate income housing, and encourage development of new housing. The Master Plan amendment would, therefore, conserve and protect the existing housing and neighborhood character.
3. The proposed Master Plan amendment would have no adverse effect on the City's supply of affordable housing. For the reasons set forth in 2 above, the Master Plan amendment will promote the City's efforts to preserve and enhance the supply of affordable housing.
4. The proposed Master Plan amendment would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The proposed Master Plan amendment will limit commuter traffic by encouraging construction of residences near the downtown employment core, and is an area that will be well served by transit once the proposed MUNI E line is constructed, as planned.
5. The proposed Master Plan amendment would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.
6. The proposed Master Plan amendment would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. Any new development would meet current Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake.
7. The proposed Master Plan amendment could have an adverse effect on the Oriental Warehouse, a building designated as a Landmark under Article 10 of the Planning Code, depending on which of the permitted uses under the Plan are placed in the building and the manner which the rehabilitation and adaption of the structure are carried out.
8. The proposed Master Plan amendment would have no adverse effect on parks and open space or their access to sunlight; and

WHEREAS, In certifying the Final Supplemental Environmental Impact Report the Commission found that the Redevelopment Plan and the Design for Development, as amended, would have unavoidable significant effects on the environment by supporting and encouraging development of office space in the Downtown & Vicinity which would contribute to cumulative transportation impacts and to cumulative air quality impacts resulting from traffic growth, by failing to require complete rehabilitation and restoration of the Oriental Warehouse (a long-term impact resulting from the proposed new uses of that building), and by possibly exposing construction workers and occupants of nearby buildings to hazardous materials if hazardous waste clean up activities

overlooked any important waste material; and found that mitigation measures described in the Final Supplemental EIR and included in the project would partially reduce these significant effects but would not eliminate them; and

WHEREAS, An alternative also included in the proposed amendments to the Redevelopment Plan and the Northeastern Waterfront Plan would provide for live/work units in the Oriental Warehouse and a parking structure on Site I-3 and is described in the FSEIR as Alternative E, and the Commission finds that it would have essentially the same significant impacts as those found for the amended Redevelopment Plan and Design for Development described in the main project analysis in the FSEIR; and

WHEREAS, The Commission, after carefully balancing the competing public and private interests, hereby finds that adoption of the Amendment of the Northeast Waterfront Plan, an Element of the Master Plan of the City and County of San Francisco, promotes the health, safety and welfare of the City; now

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt as amendments to the Master Plan for the City and County of San Francisco the amendments contained in the document included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco, and dated October 15, 1991;" and

BE IT FURTHER RESOLVED, That in adopting said amendment the Commission makes the following findings pursuant to Section 21081 of CEQA and Section 15091 of the State CEQA Guidelines:

1. Transportation mitigation measures described in the Final Supplemental EIR as those that could be implemented by other public agencies--coordination by PG&E with other utility companies requiring underground access during construction and adding a southbound right turn lane on the Embarcadero to Brannan--are infeasible because they are under the jurisdiction of other decision-makers and could not be acted on by the Commission.
2. Transportation mitigation measures described in the Final SEIR related to cumulative impacts have, in part been carried out, such as requiring transportation brokers for downtown office buildings, expanding peripheral parking near the retail areas of downtown, and encouraging housing production adjacent to employment centers in areas like Rincon Hill and Van Ness Avenue. Others are infeasible for reasons set forth in the actions adopting the Downtown Plan, the South of Market Plan and the Mission Bay Plan. Many of these latter measures would require approval by decision makers outside of the City, and most are system-wide measures such as major BART expansions that would require funding from and/or approval by MTC.

3. The transportation mitigation measures described in the Final SEIR as "Under Consideration" on pages 156-159 have been determined to be included as part of the Agency's plans to implement the Redevelopment Plan as amended, except the measure requiring that all traffic access to Site I be from First Street (now Delancy Street).
4. The measure requiring that all driveway access to Site I be from First Street is rejected as infeasible because a commitment to this measure is premature in that structural information on the Oriental Warehouse is needed to determine whether use of all of the existing entrances on First Street can be maintained in such a way as to accommodate all of the vehicles for the entire parcel, and traffic circulation needs to be studied in detail to determine whether access through the Oriental Warehouse to all of the parking areas planned for the parcel could be accommodated.
5. Complete restoration of the Oriental Warehouse is infeasible because costs of reconstructing this privately owned building would be so expensive as to make the project uneconomical. Due to the poor structural condition of the building's foundation, the entire underpinning of the structure must be rebuilt and the existing unreinforced masonry walls tied into the new foundation and interior wall system. In so doing it becomes necessary to make certain interior and exterior modifications to allow the Warehouse to be adaptively reused.
6. Alternative A--No New Development--would amend the Master Plan to prohibit any new development beyond that existing and already approved in the Rincon Point-South Beach Redevelopment Plan area. This alternative is infeasible because it would leave much land vacant and/or under used in the Redevelopment Area, it would reduce the amount of new housing that could be produced in the City, it would not produce opportunities to reuse the Oriental Warehouse and restore a portion of that building, and would reduce any economic benefit to the City that would otherwise accrue from new development likely under the proposed Redevelopment Plan and Master Plan provisions.
7. Alternative B--No Change in the 1980 Redevelopment Plan--would not make the use changes proposed, but would permit continued development under the present Plan. This alternative is infeasible because it would not provide as much housing as the proposed project, would not permit an economically feasible use of the Oriental Warehouse and the rest of Site I, and would provide for about 800 fewer job opportunities than the proposed project.
8. Alternative C--Change in Designation of Sites C-1 and D Only--would permit housing on site D and office uses instead of a hotel use on site C-1 but would not change use designations on sites I or N. This alternative is infeasible because it would reduce the amount of housing possible in the Redevelopment Area by nearly 300 units and because it would not permit an economically feasible use of the Oriental Warehouse site;

9. Alternative D--Reduced Retail/Increased Parking At Sites I-1 and I-3--would provide 12,500 sq. ft. of retail and parking for about 500 cars in the Oriental Warehouse with no additional parking on Site I-3 while all other uses would remain as described in the proposed project. this alternative is infeasible because it would not restore any portion of the interior of the Oriental Warehouse, while the proposed project would restore one bay of this landmark structure.
10. Alternative E--Alternate Residential/Parking Use at Sites I-1 and I-3--would provide for about 40 live/work units and accompanying parking in the Oriental Warehouse on Site I-1 and would include the rest of the proposed housing and parking originally described for the project in new buildings on Site I-3, with no new retail uses on this site, for a reduction of 29,000 sq. ft. of retail in the Redevelopment Area. This alternative is not rejected but is also permitted by the proposed Redevelopment Plan amendment and by the amendments to the Northeast Waterfront Plan; and

BE IT FURTHER RESOLVED, That the Commission finds that amending the Northeastern Waterfront Plan would have benefits that override any significant environmental impacts in that the Northeastern Waterfront Plan would permit adoption of amendments to the Rincon Point-South Beach Redevelopment Plan that would provide for increased housing opportunities and would provide for feasible reuse of the Oriental Warehouse including partial restoration of one interior bay of the building for retail/commercial uses and accessory parking; and

BE IT FURTHER RESOLVED, That the Commission, in finding that the proposed amendments are on balance consistent with the Eight Priority Policies of the Planning Code, recognizes that adoption of the proposed amendment might have an adverse affect on a landmark structure. However, adoption of the amendment will further the Master Plan policies regarding provision of new market rate and affordable housing with no adverse affect on transportation, Muni services and open space, and finds that such provisions outweigh the potential adverse affects, which are not certain to occur; and

BE IT FURTHER RESOLVED, That the President of the City Planning Commission and the Director of Planning shall record the Commission's action on this amendment, and the Secretary to the Commission is hereby directed to certify an attested copy thereof to the Mayor and the Board of Supervisors and the Director of Planning is hereby directed to publish the Amendment for distribution to the public.

I hereby certify that the foregoing Resolution was adopted by the City Planning Commission on August 22, 1991.

Martha Kessler
Acting Secretary

Ayes: Commissioners Bierman, Boldridge, Hu, Morales, Tom

Noes: None

Absent: Engmann, Sewell

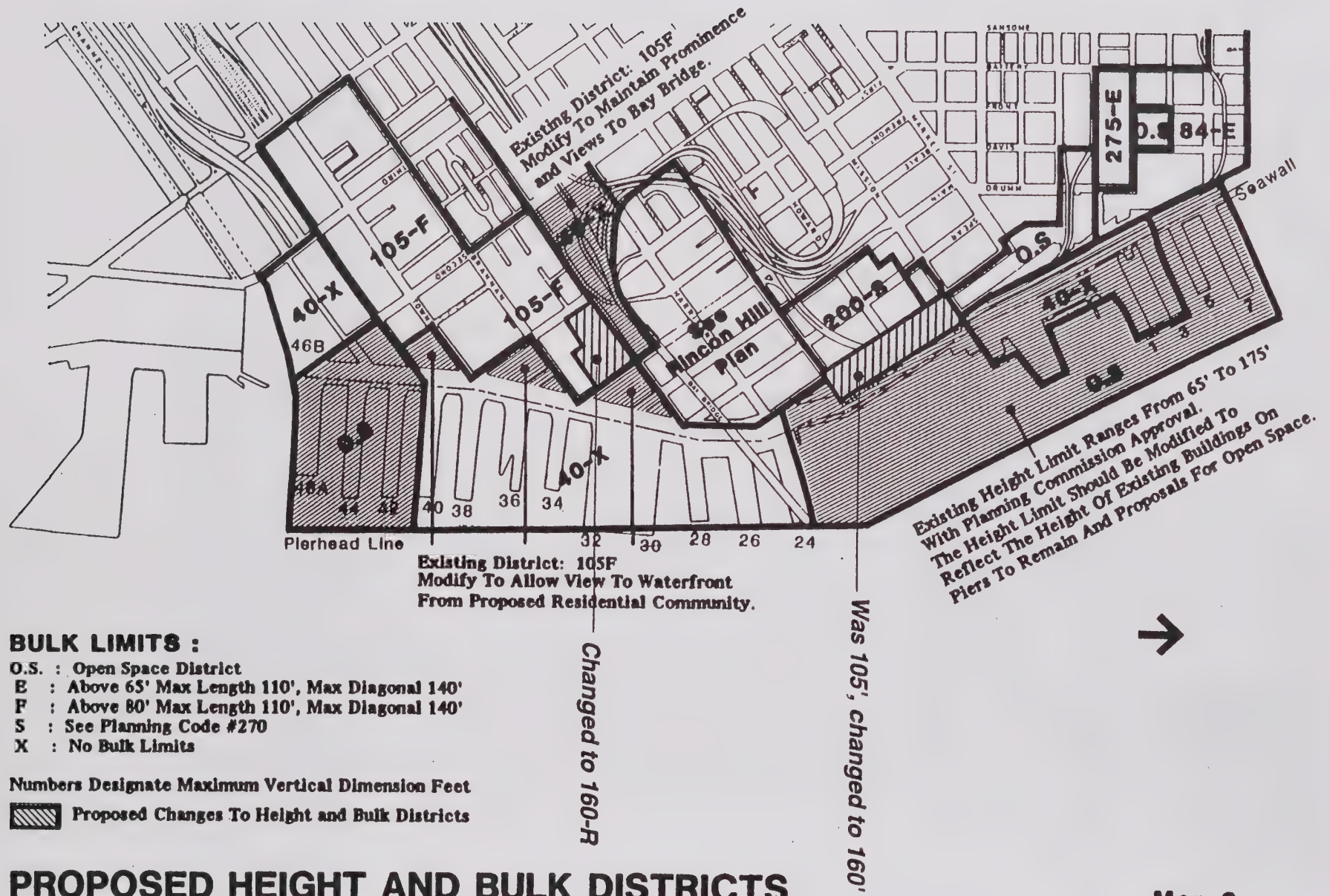
Adopted: August 22, 1991

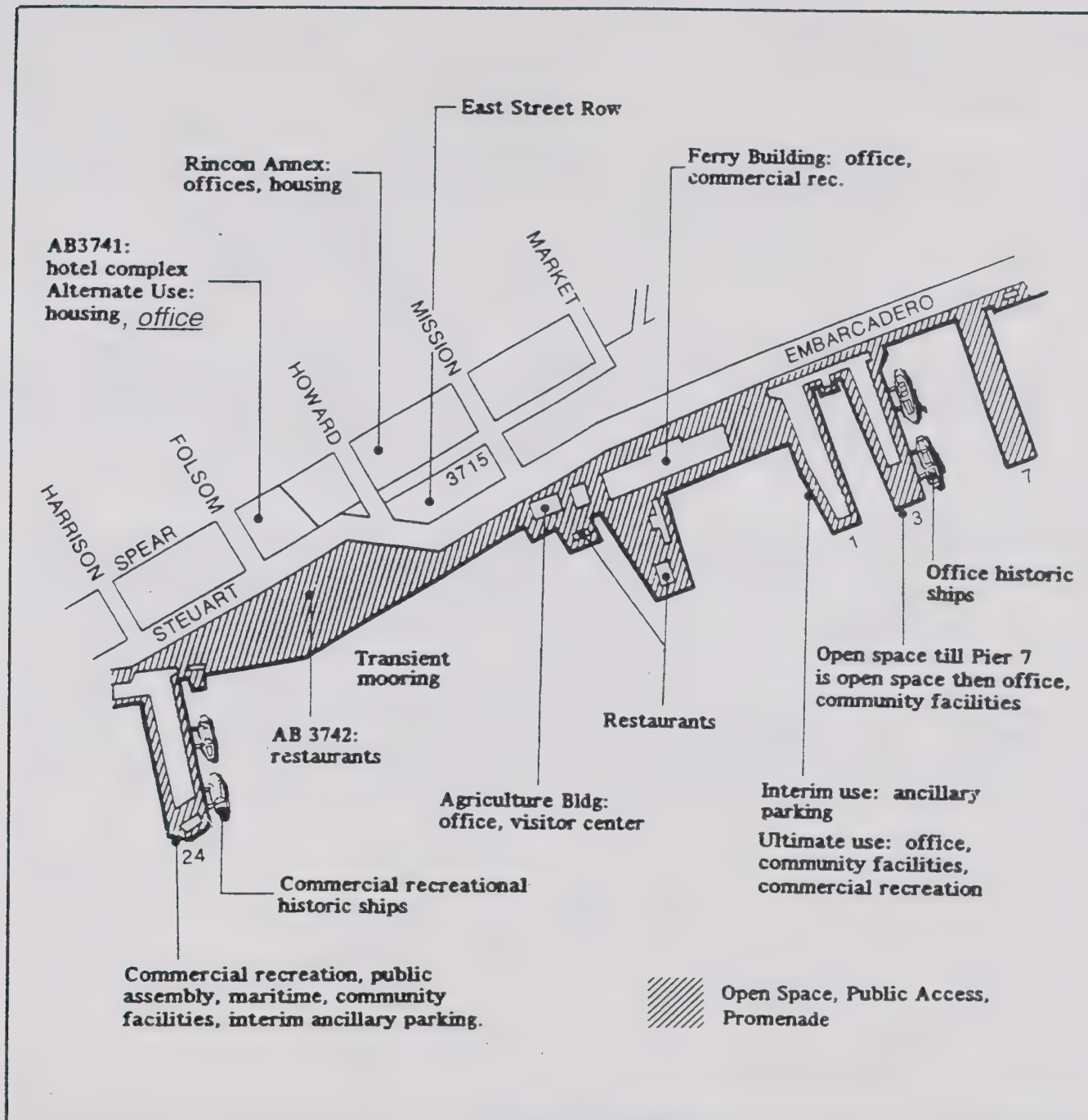
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Proposed Amendments to the
Northeastern Waterfront Plan, an Area
Plan of the Master Plan of the City and County
of San Francisco

August 15, 1991

The following pages are extracted from the Northeastern Waterfront Plan, an Area Plan of the Master Plan. The particular sections of the Northeastern Waterfront Plan to be amended include: proposed land use in Assessor's Block 3741, shown on Map 4, page II.7.24 and described on page II.7.32, proposed land use in Assessor's Block 3789 on the Oriental Warehouse site, shown in Map 5 on page II.7.33, and described on page II.7.37. Of the text proposed to be amended, text proposed to be deleted is shown within ((DOUBLE PARENTHESES)); text proposed to be added is shown UNDERLINED.





**FERRY BUILDING AREA
Land Use Plan**



Map 4

Hills Brothers Coffee

POLICY 1

Retain Hills Brothers Coffee facility in its current use as long as possible and accommodate its needs for truck access and parking.

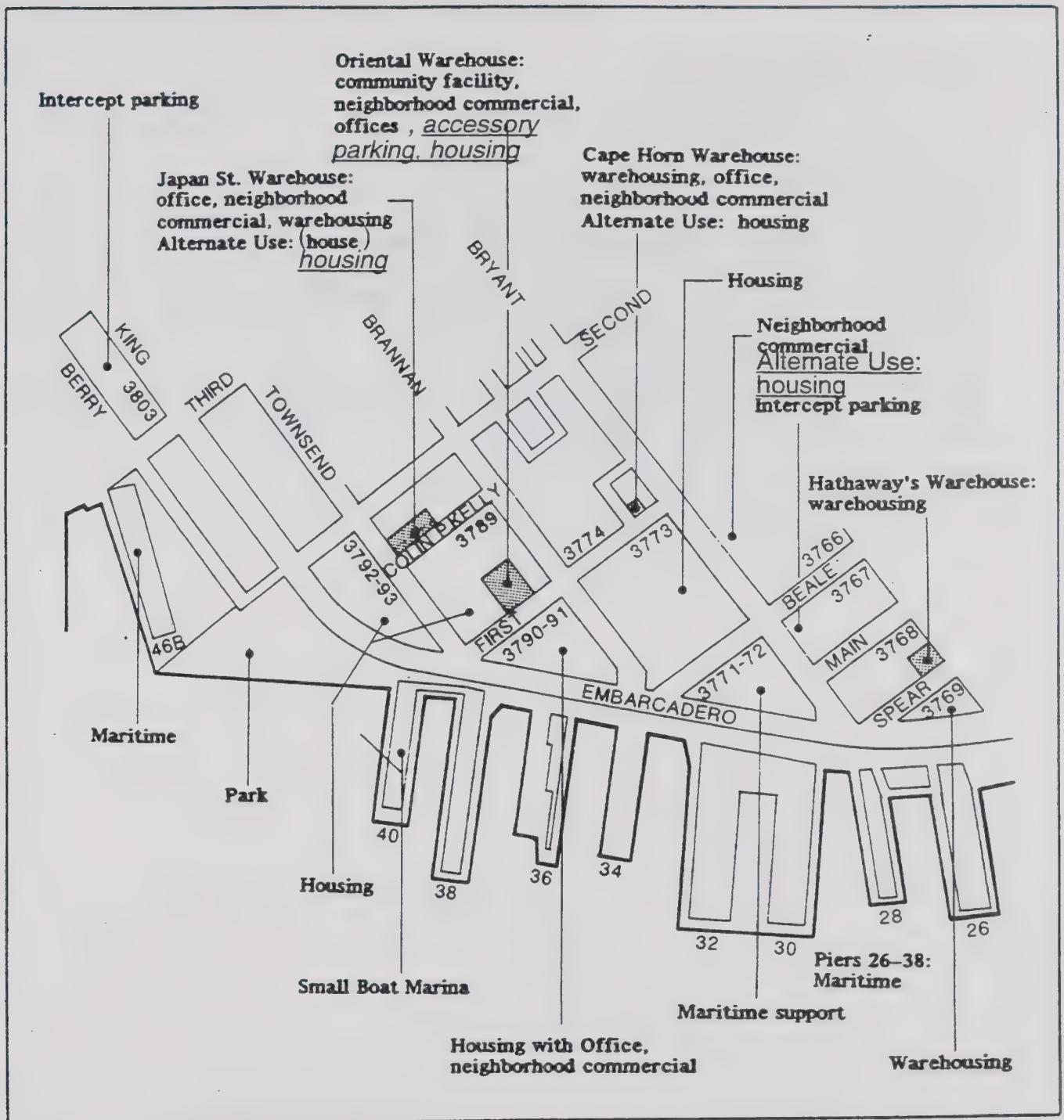
Block 3741

POLICY 1

Develop a 400 to 800 room hotel complex. 98 Folsom may be removed if necessary to accommodate the hotel. Retain the existing height limits. In the alternative, develop housing with a density range of 150 to 300 units per acre, or up to 460,000 gross square feet of office space.

POLICY 2

Design the hotel, housing, or office building, to maximize views and sunlight and minimize wind exposure. Perform wind tunnel and sun studies prior to final design approval. Locate taller elements as far west and north as possible to reduce shading on waterfront open space. Locate elevator cores and service areas towards the Embarcadero Freeway to the greatest extent feasible to screen noise and minimize impacts on the rest of the complex and open spaces. If feasible, use roof surfaces for gardens, terraces, and balconies. Develop balconies to take advantage of views and break up the building's mass. Use light colors on the building exterior and encourage bright accents to liven surfaces.



NORTH CHINA BASIN AREA
Land Use Plan

➔
Map 5

MASTER PLAN AMENDMENT

Residential Neighborhood

Policy 1.

Develop housing in small clusters of 100 or 200 units. Provide a range of building heights ((between 4 to 9 stories)) with no more than 40 feet in height along the Embarcadero and stepping up in height on the more inland portions to the maximum of ((105)) 160 feet. In buildings fronting on Brannan Street in the 160 foot height area, create a strong base which maintains the street wall created by the residential complex to the east and the warehouse buildings to the west. Orient the mix of unit types to one and two bedrooms and include some three and four bedroom units. Pursue as the income and tenure goals, a mix of 20 percent low, 30 percent moderate and 50 percent middle and upper income, and a mix of rental, cooperative, and condominium units.

Walkways and Open Space

POLICY 1

Close the following streets completely: Berry between Second and the Embarcadero, the Embarcadero south of King, Main south of Bryant and Fremont south of Brannan. Close the following streets to through traffic, improve them as walkways and allow only limited local and service vehicle access: Townsend between Second and the Embarcadero, Colin P. Kelly Jr. between Townsend and Brannan, First between Brannan and the Embarcadero, Beale between Bryant and Brannan, and Second between King and Berry Streets.

POLICY 2

Develop a ((major)) plaza next to the Oriental Warehouse which is centrally located, and connect it to smaller open spaces within the proposed neighborhood. Have walkways open onto small plazas to create intimacy and spatial definition and orient them to be protected from winds. Enhance the feeling of outdoor security through use of lighting, walkways design, ingress and egress points and good surveillance by building orientation.

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13238

WHEREAS, By Resolution No. 13200, A Resolution of Intent to Adopt an Amendment to the Residence Element was approved by the City Planning Commission at its regular meeting on November 14, 1991; and

WHEREAS, Resolution No. 13200 contained findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process, and the proposed amendments' consistency with other elements of the Master Plan and with Section 101.1 of the City Planning Code; and

WHEREAS, The California Department of Housing and Community Development has reviewed the proposed amendment and, in a letter dated December 20, 1991, has found the amendment to be in compliance with State housing law, specifically Article 10.6 and Section 65583 (a)(8) and (c)(6) of the California Government Code which requires municipalities to address the need for preservation of low income affordable housing which may be at risk of conversion to market rate housing within the 1990 to 2000 time period; and

WHEREAS, The proposed amendment, contained within the document entitled Residence Element Update--Subsidized Housing Preservation Analysis and Programs, dated January 9, 1992 incorporates text and table format suggestions offered by the California Department of Housing and Community Development pursuant to their review;

THEREFORE BE IT RESOLVED, That the San Francisco City Planning Commission adopts and incorporates findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process, and the proposed amendment's consistency with the Master Plan and Section 101.1 of the City Planning Code contained in Resolution No. 13200 and attached as Exhibit B.

BE IT FURTHER RESOLVED, That the San Francisco City Planning Commission hereby adopts the document entitled Residence Element Update--Subsidized Housing Preservation Analysis and Programs, January 9, 1992, attached as Exhibit A, as an amendment to the Residence Element of the City's Master Plan which was adopted by the City Planning Commission on September 13, 1990 by Resolution No. 12020.

BE IT FURTHER RESOLVED, That the Department transmit a copy of the amendment to the San Francisco Water Department which satisfies the requirement of Senate Bill 1019.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on January 9, 1992.

Linda Avery
Secretary

AYES: Commissioners Bierman, Elzey, Hu, Karasick, Morales

NOES: None

ABSENT: Commissioner Sewell

ADOPTED: January 9, 1992

SCM:rfp:508

FINAL

***RESIDENCE ELEMENT UPDATE
SUBSIDIZED HOUSING PRESERVATION ANALYSIS AND
PROGRAMS***

January 9, 1992

CITY AND COUNTY OF SAN FRANCISCO

CITY PLANNING COMMISSION

File No. 90.299ECKSQM
San Francisco Executive Park
South Bayshore Area Plan
Resolution No. 13303

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13303

WHEREAS, Pursuant to the San Francisco Charter the City Planning Commission is required to adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, On October 17, 1985 by Resolution No. 10458, the City Planning Commission adopted amendments to the South Bayshore Area Plan, an Element of the Master Plan; and

WHEREAS, On October 17, 1985 by Motion No. 10457M, the City Planning Commission (the "Commission") found the Final Subsequent Environmental Impact Report, 81.197E (the "FSEIR"), for the San Francisco Executive Park Development Plan Amendment a mixed use office/retail/residential development at San Francisco Executive Park, (the "Project") to be adequate, accurate and objective, and certified the completion of the FSEIR in compliance with the California Environmental Quality Act ("CEQA"), the State CEQA guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, On February 13, 1992, the Department issued a Note to File No. 90.299E stating that the modifications to the Project would not result in any new significant environmental effects beyond those analyzed in the FSEIR; and

WHEREAS, On October 17, 1985 by Motion No. 10461, the Commission approved the Project and the San Francisco Executive Park Development Plan Amendment ("Motion 10461"); and

WHEREAS, Certain amendments to the South Bayshore Area Plan of the Master Plan, including the Subarea Plan for San Francisco Executive Park, were adopted concurrently by the Commission on October 17, 1985; and

WHEREAS, Concurrently with this action, the Commission is conducting a duly noticed public hearing on a Conditional Use Authorization for proposed modifications to the residential development approved under Motion 10461 and the San Francisco Executive Park Development Plan Amendment; and

WHEREAS, The Subarea Plan for San Francisco Executive Park contained in the South Bayshore Area Plan of the Master Plan needs to be amended as shown on Exhibit A hereto to allow

construction of the residential portion of the Project in accordance with the proposed modifications thereto being considered concurrently with this Motion; and

WHEREAS, Notice of intention to hold a public hearing to consider the amendments to the Subarea Plan for San Francisco Executive Park and other matters was duly published, and a duly noticed public hearing was held by the Commission on February 27 and March 5, 1992; and

WHEREAS, In reviewing this application, the Commission has reviewed and considered the information contained in the FSEIR and accompanying documents, has had available to it for its review and consideration studies, letters, plans and reports pertaining to the Project contained in the case files of the Department of City Planning, and has heard testimony from interested parties; and

WHEREAS, The Commission deems appropriate the amendments to the Subarea Plan for San Francisco Executive Park to allow for construction of the proposed Project as modified; and

WHEREAS, The Amendments to the South Bayshore Plan to allow a Revised Housing Project is hereby found to be consistent with the Priority Policies of Planning Code Section 101.1 as follows:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The Revised Housing Project site is a vacant parcel of land so that existing neighborhood-serving retail uses will not be adversely affected by the development. Rather, the development of approximately 565 residential units, with an estimated population of about 1200, child care and athletic facilities, and a restaurant at San Francisco Executive Park will enhance the existing neighboring retail opportunities in Little Hollywood, Visitation Valley and along Third Street (Bayview area) with an infusion of new family shoppers. The new base of shoppers may provide the economic stimulus for additional resident employment as well as for new services and shops to open. Because there is very little retail in the immediate area, the residents of the Revised Housing Project may be expected to purchase goods and services from the existing local retail community.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood;

The Revised Housing Project site is vacant land and therefore the Revised Housing Project will not displace any existing housing. The character of the South Bayshore Area has been described as predominantly low rise buildings of four stories or less with distinctive identity to most of the facades. The plans for the Revised Housing Project are compatible with the height, facade, design, diversity and hillside characteristics of the area. Within the plan are proposed a mix of unit sizes ranging from one bedroom to four bedrooms. Because of the variety of units, the development will maintain the existing neighborhood diversity and family size. The neighborhood immediately adjacent to the development on the west is commercial office buildings and to the east a public sports facility (Candlestick Park) with acres of surface parking. The proposed development faces the bay with Bayview Hill to the rear. The main view of this property is from Highway 101 as vehicles traveling north approach the San Francisco City/County border with San Mateo County.

- C. That the City's supply of affordable housing be preserved and enhanced;

The Revised Housing Project will not displace any existing affordable housing. The project will enhance the affordable housing in San Francisco by reserving ten percent of the units for households with incomes that do not exceed 120 percent of the median income for the San Francisco Primary Metropolitan Statistical Area SF-PMSA.

- D. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

Muni currently operates one route that uses the streets of the Project to serve the office tenants. The plan for circulation throughout the Revised Housing Project was carefully studied and this proposed development is not projected to create conflicts. Because there are no adjacent residential streets, the development will not overburden existing neighborhoods with traffic or parking. The development will have sufficient parking capacity, at 1.8 per unit, of designated stalls and any overflow parking can be accommodated in the parking lots of the office buildings immediately to the west. Additionally, a private shuttle

service operates as part of the Project Transportation Management Plan and will provide service to BART and CALTRAIN for the residents as well as the office tenants.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The site is vacant and its development will not displace any existing industrial or service sector businesses. The development proposed in this application, approximately 565 residential units, child care facility, athletic facility and restaurant, will enhance the diverse economic base, particularly in the smaller retail businesses in the neighborhood. The development will also create the opportunity for additional resident employment and business that will provide maintenance and services to the new residents.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

Seismic safety will be an integral component of the planning. The engineering of systems and buildings will comply with the seismic safety standards of all applicable codes. The geology of the area indicates the area is stable and suitable for buildings of the type proposed.

- G. That landmarks and historic buildings be preserved;

There are no landmarks or historic buildings that will be affected by the Revised Housing Project.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Revised Housing Project casts shadows on Bayview Park and Candlestick Park. The shadows are very minor and will not have a significant adverse impact on the use of those properties. The Revised Housing Project casts a minor shadow on the Candlestick Point Recreation Area (not a Proposition K park) during the late afternoon during parts of the year. The shadow will not have a significant adverse impact on this open space. The Revised Housing Project will not adversely affect views from any parks or open space. Additionally,

views of parks and open spaces will not be impaired by the Revised Housing Project but, rather, will be enhanced by the public open space and landscaping of Bayview Hill which will be provided by the Project.

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt those findings contained in Motion 13304 authorizing the modifications to Motion 10461 and approving the San Francisco Executive Park Development Plan Second Amendment, which actions are concurrent with the adoption of this resolution;

AND BE IT FURTHER RESOLVED, that the Commission hereby ADOPTS the amendments to the Subarea Plan for San Francisco Executive Park contained in the South Bayshore Area Plan of the Master Plan as set forth in Exhibit A attached hereto and incorporated herein by this reference;

AND BE IT FURTHER RESOLVED, That any provisions of the existing Master Plan of the City and County of San Francisco, or on a map of any other Area Plan or Element, that are inconsistent with the said South Bayshore Area Plan of the Master Plan as so modified, are hereby declared to be of no further force and effect; and

AND BE IT FURTHER RESOLVED, That the President of the City Planning Commission and the Director of City Planning shall record the Commission's action on the text and map comprising the South Bayshore Area Plan of the Master Plan, when the said text and map have been modified to incorporate the changes contained in the aforementioned Exhibit A, and the Secretary of this Commission is hereby directed to certify an attested copy thereof to the Mayor and the Board of Supervisors, and the Director of Planning is hereby directed to publish this amendment for distribution to the public.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby Approves Master Plan Amendment Case No. 90.299ECKSQM.

CITY PLANNING COMMISSION

File No. 90.299ECKSQM
San Francisco Executive Park
South Bayshore Area Plan
Resolution No. 13303
Page 6

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on March 5, 1992.

Linda Avery
Secretary

AYES: Commissioners Bierman, Boldridge, Hu, Karasick, Morales and Sewell

NOES: None

ABSENT: None

ADOPTED: March 5, 1992

low-density residential areas with the new, somewhat higher-density housing proposed near the shoreline, on Hunters Point Ridge, and on the higher slopes of Bayview Hill becomes apparent in the Plan, as does the better balance, within the district, of residential and industrial land.

The Plan also indicates the close bond between residential use and the proposed system of schools, playgrounds and shopping centers. The intent to contain industry and protect residential areas by buffers of planting and park strips becomes evident as these parts of the Plan are brought together.

Curtailment of fill and creation of parks and marinas at India Basin and in the Candlestick tidelands is a response to the expressed desire of the people of the South Bayshore and the surrounding communities as well as from more remote districts for recreation areas on the eastern shore of the City. The relationship of the shoreline to new residential areas, the accessibility of shoreline parks to high employment centers as well as to residents of the area and the linkage of this shoreline park system to the rest of the City and the region are major contributions of the proposed Plan.

It is these relationships which give the Plan meaning and purpose and integrity in response to the goals for development of the district which were established by the community. The Plan, being responsive as well to trends and issues in surrounding communities, and to City-wide goals and objectives, also relates the South Bayshore more closely to the rest of the City.



SUBAREA PLAN FOR SAN FRANCISCO EXECUTIVE PARK

OBJECTIVE 13

TO CREATE, AS A "GATEWAY TO THE CITY", A BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY TO THE EAST.

The policies below shall apply to development of the Executive Park subarea. The Land Use Plan for the 71 acre Executive Park subarea appears in Map 2. The Circulation Plans (Automobile Access, Automobile Egress and Internal Automobile Circulation) appear in Maps 3, 4, and 5 and the Urban Form (height and bulk) Plan appears in Map 6.

POLICY 1: OFFICES

Develop a maximum of 1,700,000 square feet of office space. Locate all new office space, excluding office buildings OB-1, OB-2, OB-3, and OB-4 as shown on Map 2, north of Executive Park Boulevard in buildings which range in height from 4 stories to 15 stories, becoming taller the closer they are to the center. The massing of the structures, stepping up and back from the street incrementally, should reflect the form of the hillside to the north and reinforce the urban character of the project. Each building should extend out to the edge of the street incorporating an arcade which covers the sidewalk.

POLICY 2: TOWN CENTER

Develop a Town Center which is centrally located between existing and new development at the intersection of the pedestrian arcade which connects all office buildings north of Executive Park Boulevard and the pedestrian promenade which links the office/retail buildings with the hotel and surrounding offices south of the boulevard. At the base of the tallest office buildings, develop a plaza surrounded by retail arcades as a gathering place for the Executive Park community as well as the surrounding communities.

POLICY 3: HOTEL

Develop a hotel/meeting building with approximately 350 rooms primarily to serve office uses in the area. Locate the hotel directly south of the pedestrian promenade to create a counterpoint on axis with Town Center. Provide garage space for the hotel and the displaced surface parking under the hotel. Provide access to the hotel off Executive Park Boulevard to the north, via a pedestrian promenade and a formal vehicular access of the intersection of Alana Way and Harney Way.

POLICY 4: RETAIL USES

Provide approximately 45,000 square feet of retail space integrated with the office uses and situated primarily around the Town Center. Orient retail uses to serve office workers and residents of the area as well as those of surrounding communities. Provide additional retail space within the hotel. Allow a restaurant south of Alana Way.

POLICY 5: RESIDENTIAL COMMUNITY

Develop approximately six hundred units of housing (a considerable number should be ^{eight} two bedrooms) on the eastern portion of the site in two- to ^{four} four-story structures over one- to ^{four} four-level parking podiums. ~~Construct the western-most cluster of housing around an automobile turnaround to create a gateway from the central site into the residential area. Construct the balance of the housing units to the east, following the form of the hillside contours. Include children's play area(s) and if feasible, some convenience retail shopping.~~

POLICY 6: OPEN SPACE

Develop approximately twenty-six acres of the subarea as a hillside park and develop hillside trails as pedestrian links to the park from the Town Center, Bayview Hill Park and Candlestick Point State Recreation Area. At various locations and elevations construct a series of scenic vistas which allow people to rest, picnic, and enjoy the view of the bay.

Create a variety of landscaped zones on the hillside. The area adjacent to the freeway should be densely planted with trees and shrubs. Trees should be used to screen the parking structure as well as provide an appropriately scaled backdrop to the office buildings. The northern-

most zone adjacent to Bayview Hill Park should be planted with trees and shrubs which are similar to those already growing within it, visually integrating both sides of the hill. The central portion of the hill should be planted with smaller shrubs and cascading plant materials which will cover the hillside with low growing vegetation, thereby softening the quarried texture of the exposed rock.

Limit overall building coverage in the development area (excluding the area designated OS in Map 6) to 50% and in the entire site 35%. Landscape the open area not used for streets and parking areas with ornamental plantings and coordinated flowering ground covers to provide a continuous series of related open spaces and to create a unified visual environment.

POLICY 7: TRANSPORTATION MANAGEMENT PROGRAM

Develop and implement a comprehensive transportation management program (TMP) in cooperation with the City, transit operators, ridesharing agencies and other agencies or organizations, to reach a long-term goal that at least seventy (70) percent of subarea employees will commute by transit, ridesharing, or some mode alternative to single-occupant vehicle.

Provide continuing on-site transportation brokerage services over the life of the project for subarea employees, residents and visitors, to coordinate a phased program of reduced trip-making by single-occupant vehicle for both commute and non-commute travel.

POLICY 8: PARKING

Limit the total number of commuter parking spaces to an amount proportionate to the long-term goal that at least 70 (seventy) percent of subarea employees will commute by transit, ridesharing, or some mode alternative to single-occupant vehicle. The amount of commuter parking to be provided at each phase of additional development shall be determined based on specific modal split goals for the cumulative number of employees projected to be employed at the subarea by the end of each development phase. Modal split goals shall include progressive reduction at each phase of total employees driving in single-occupant vehicles, from the current (1985) 81 percent to no more than 30 percent at office buildout. The amount of office visitor parking shall be determined at each development phase. The

total of commute and visitor parking spaces for office uses shall not exceed 1 space per 500 square feet of net rentable floor area.

approximately 1.8

Allow ~~1.5~~ parking spaces per unit for residential uses. Parking for retail, and restaurant patrons and visitors shall be provided at no more than two spaces per 1,000 square feet of net rentable floor area, and shall be reviewed at each development phase, based on demonstrated and projected need for parking to accommodate trips from outside the subarea. The amount of parking to be provided for hotel use will be determined at the project approval phase based on projected need for such parking, and shall not exceed one space per guest room.

Develop parking facilities to adequately serve the uses in all commercial buildings, with preferential rideshare and short-term visitor/patron parking provided closest to

building entrances, design commercial parking structure to blend visually with the hillside, and soften visual impact of parking facilities by landscaping terraced levels with trees and cascading shrubs.

POLICY 9: TRANSIT

Provide continuing shuttle service throughout the day between the subarea, downtown and other regional transportation terminals as a supplement to public transit service, with sufficiently short headways to encourage their use and reduce dependency on autos for both commute and non-commute transportation needs. Such shuttle service shall be evaluated every three years to determine if patronage and market are sufficient to support public transit service for both commute and non-commute needs at the same levels of service.



↑
Map 2

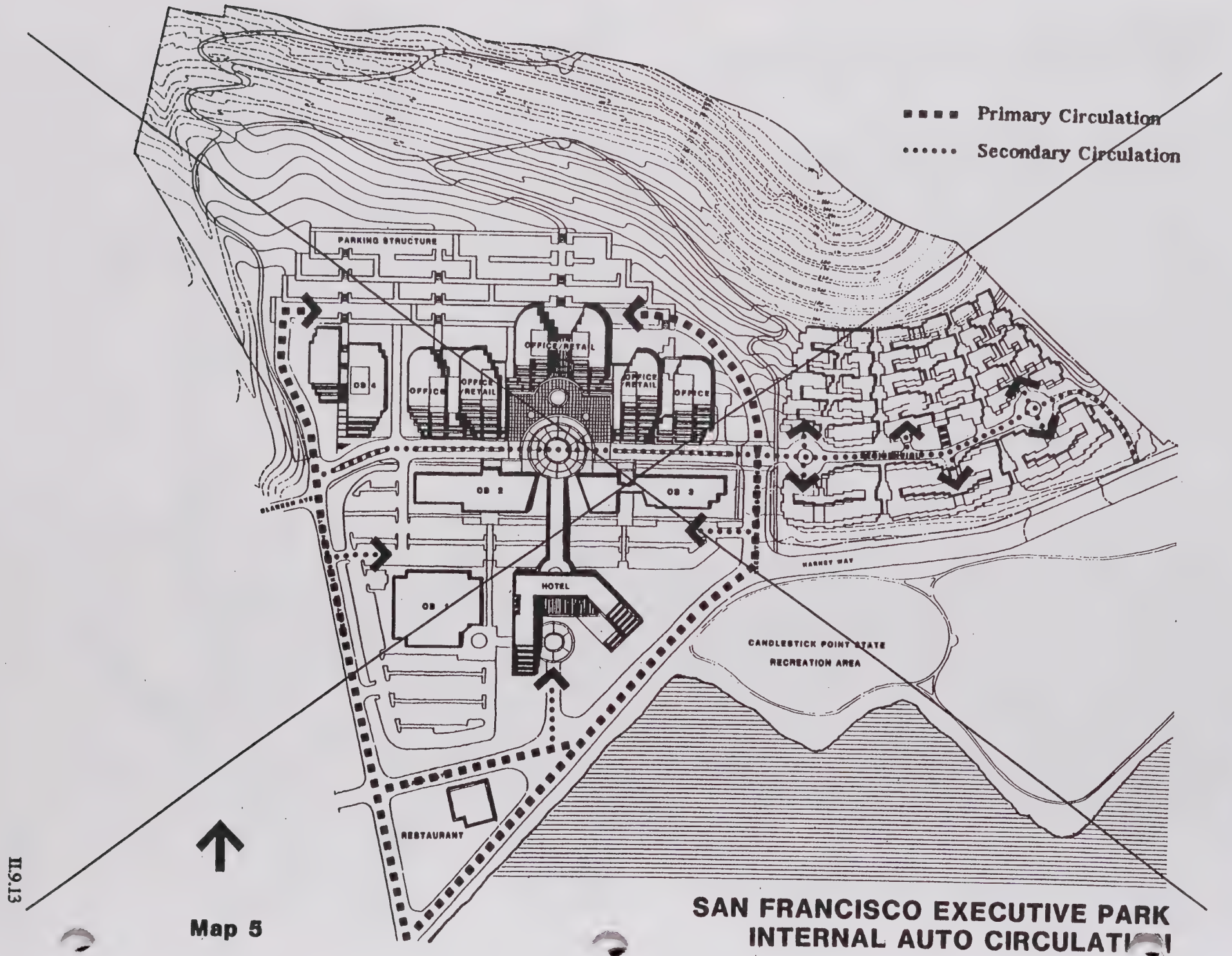
**SAN FRANCISCO EXECUTIVE PARK
LAND USE PLAN**

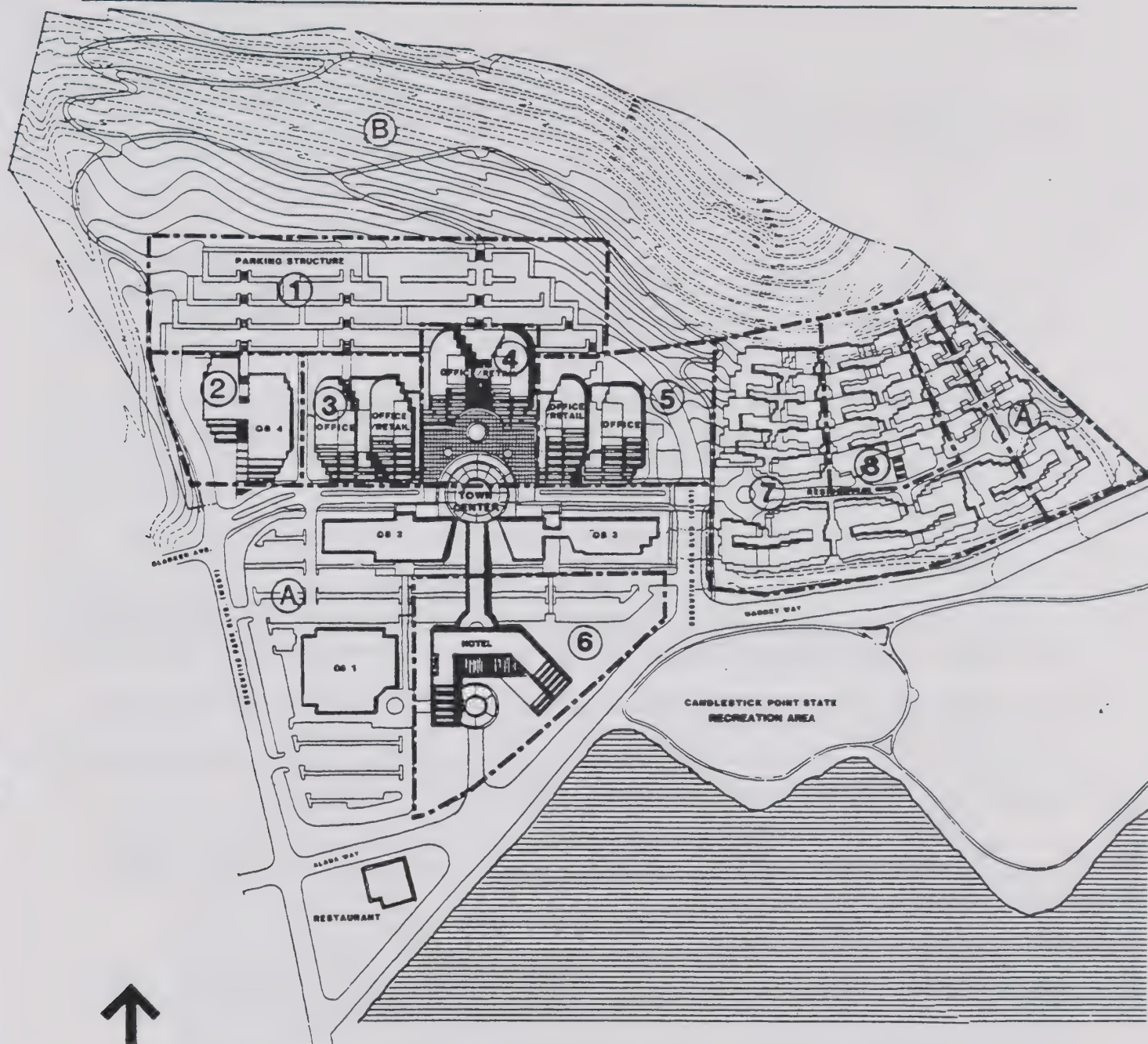


Map 3

SAN FRANCISCO EXECUTIVE PARK AUTO ACCESS







SAN FRANCISCO EXECUTIVE PARK : URBAN FORM PLAN

ZONE	HEIGHT	BULK
1	40*	X
2	100	G
3	140	H
4	200	I
5	165	I
6	80	X
7	60	X
8	60-80	X
A	40	X
B	OS	

BULK LIMITS			
Symbol	Height Above Which Maximum Dimensions Apply	Maximum Building Length	Maximum Diagonal Dimension
G	80	170	200
H	100	170	200
I	150	170	200
X	Bulk Limits Not Applicable		

*40 ft. height of Parking Structure is measured from street level at Executive Park Blvd. North (el.36) and is approximately 40 ft. above existing grade.

[appears to be a typographical error]

Map 6

File No. 91.548M
Amendments to the Recreation and Open
Space Element of the Master Plan

San Francisco

City Planning Commission

Resolution No. 13411

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The Recreation and Open Space Element contains policy language on recreational trails which are contained in Regional Policy #3 and Citywide Policy #8, and shown in Map #4, 5, 6, 7, and 8; and

WHEREAS, in 1987, the State legislature passed SB 100, which authorized the Association of Bay Area Governments (ABAG) to establish policies and a route alignment for a continuous hiking and bicycle trail around the perimeter of San Francisco and San Pablo Bays, called the Bay Trail; and

WHEREAS, The Association of Bay Area Governments, in cooperation with local, regional, State and Federal agencies throughout the nine Bay Area counties, has developed a plan for the Bay Trail that will link recreation and open space areas throughout the Bay area with 400 miles of hiking and bicycling trails; and

WHEREAS, a parallel planning effort was also established by the Bay Area Ridge Trail Council, a private non-profit organization, to plan for a 400+ mile recreational trail connecting parks and public open space along the major ridgeline circling the Bay, called the Ridge Trail; and

WHEREAS, Staff of the Recreation and Park Department and the City Planning Department participated with the Bay Trail Council, preparing a plan for the Bay Trail, and with the Bay Area Ridge Trail Council, preparing a plan for the Ridge Trail; and

WHEREAS, The Bay Trail, Ridge Trail and Coastal Trail will enhance recreational opportunities for a broad range of users on recreational trails along the Bay, Ocean, and linking the City's ridgelines and hilltop parks; and

WHEREAS, the Recreation and Open Space Element was adopted in 1987, and contains general policy text on recreational trails and maps designating a proposed a trail in San Francisco along the shoreline, but does not incorporate planning for the Bay and Ridge Trails throughout the nine county Bay Area, which have been planned since 1987; and

WHEREAS, the proposed amendment would update the Element, amending Regional Policy #3, and Citywide Policy #8 revising the text and providing additional policy language on regional bicycle and hiking trails and adding text describing the Bay Trail, Ridge Trail, and Coastal Trail in San Francisco, and would revise Maps #4, 5, 6, 7, and 8, deleting the "Proposed Shoreline Trail" and adding the Bay Trail, Ridge Trail, and Coastal Trail; and;

WHEREAS, The proposed Coastal Trail and Bay Trail alignments, when taken together, generally follow the alignment of the "Proposed Shoreline Trail" which they would replace, with some modification; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Section 101.1, as follows:

Section 101.1 Findings

A. That Existing Neighborhood-Serving Retail Uses be Preserved and Enhanced.

The proposed Master Plan amendment would preserve existing neighborhood-serving retail. In areas where trails travel through neighborhoods which have neighborhood-serving retail uses, such as portions of the Bayview, Fisherman's Wharf, the Haight, Western Addition, etc., trail users may patronize existing neighborhood-serving retail establishments, and therefore enhance these uses.

B. That Existing Housing and Neighborhood Character be Conserved and Protected in Order to Preserve the Cultural and Economic Diversity of Our Neighborhoods.

The proposed Master Plan amendment would have no negative effect on existing housing and neighborhood character. Hikers and bicyclists using the proposed Ridge Trail, Bay Trail, and Coastal Trail would, by their presence, help to make the streets over which they travel, safer for pedestrians.

- C. That the City's Supply of Affordable Housing be Preserved and Enhanced.

The proposed amendments would have no effect on this policy.

- D. That Commuter Traffic not Impede Muni Transit Service or Overburden our Streets or Neighborhood Parking.

The proposed amendments would have no effect on this policy. The trails would encourage increased hiking and bicycling, and also use of Muni Transit to hike trail segments.

- E. That a Diverse Economic Base be Maintained by Protecting our Industrial and Service Sectors from Displacement due to Commercial Office Development, and that Future Opportunities for Resident Employment and Ownership in these Sectors be Enhanced.

The proposed amendments would have no effect on this policy.

- F. That the City Achieve the Greatest Possible Preparedness to Protect Against Injury and Loss of Life in an Earthquake.

The proposed amendments would have no effect on this policy.

- G. That Landmarks and Historic Building be Preserved.

The proposed amendments would have no effect on this policy.

- H. That Our Parks and Open Spaces and their Access to Sunlight and Vistas be Protected from Development.

The proposed Master Plan amendment would incorporate pedestrian and hiking trails into the Master Plan. The trails would extend along San Francisco Bay, along the Ocean, and generally along the major Ridgeline within the City. The trails will act as a ribbon, joining various City neighborhoods, and providing panoramic views from San Francisco's hilltop parks, and linking parks and public open spaces along the Bay and Ocean. The trails will help to link the City's parks and public open spaces, encourage another form of active recreation - hiking and bicycling - and encourage increased use and patronage of the City's parks and public open spaces. In these ways, the amendment will help to protect our parks and their access to sunlight and protect vistas from development; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on October 1, 1992; and

WHEREAS, On October 1, 1992 the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061(b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS "Proposed Amendments to the Recreation and Open Space Element of the Master Plan", dated October 1, 1992, attached hereto as Exhibit A.

I hereby certify that the foregoing Resolution as ADOPTED by the City Planning Commission on October 1, 1992

Linda Avery
Secretary

AYES: Commissioners Fung, Levine, Lowenberg, Prowler, Smith, Unobskey

NOES: None

ABSTAINED: None

ABSENT: Commissioner Boldridge

ADOPTED: October 1, 1992

Exhibit A

91.548M

Proposed Amendments to the Recreation and Open Space Element of the Master Plan

October 1, 1992

This is a proposal to amend the Recreation and Open Space Element of the Master Plan, revising policy text on recreational trails in Regional Policy #3, and Citywide Policy #8, and revising Maps 4, 5, 6, 7, 8. The maps would be revised, deleting the alignment of a "Proposed Shoreline Trail" and designating routes consistent with the Bay Area Ridge Trail, and Bay Trail routes, and also designating a Coastal Trail route. Taken together, the Coastal Trail and Bay Trail alignments generally follow the alignment of the "Proposed Shoreline Trail" they would replace, with modification.

Note: In the proposed Master Plan text below, existing policy text with no proposed changes is shown as regular text. Text proposed to be added is underlined. Text proposed to be deleted is shown ~~with strike-outs~~.

Two sets of Map #4, 5, 6, 7, and 8 are included. For each set of maps, the first map is the current adopted version, showing the trail alignment proposed to be deleted; the second map incorporates the trail alignment proposed to be added.

Regional Policy 3

Increase the accessibility of regional parks by locating new parks near population centers, establishing low user costs, improving public transit service to parks and creating regional bike and hiking trails.

Many state and national parks are located a considerable distance from densely populated urban areas. Automobile access is usually required. Most of these parks are excellent for vacations, but they are often impractical for weekend or day use.

While overloading parks should be avoided, cost or inconvenience should not in itself exclude people from parks. Rather, user costs should be held low, accessibility improved, and new regional parks located close to cities. At the same time access is made easier, recreational activities in parks should be carefully managed to prevent overuse and environmental damage.

Public Transit

Improved public transit is key to increasing the accessibility of regional parks. Frequent and convenient transit service will make it easier for people who do not own cars to reach these areas, encourage people with cars to leave them at home when going to the parks, and reduce the impact of the automobile on the natural landscape. Transit can also be used to shift demand from crowded parks to lesser known facilities.

Hiking and Bicycle Trails

A regional hiking and bicycle trail system should be developed for the San Francisco Bay area to increase recreational opportunities throughout the area, and to link parks and public open space of local and regional importance. Hiking and bicycle trails can provide access to regional parks and open spaces, and link these to communities throughout the region. These trails can provide another alternative to the automobile for access to regional open space areas at minimal cost without adverse effects on the community or open space. Creation and maintenance of a safe and convenient trail system would also foster hiking and bicycling as recreational activities. Trails that tie population centers to regional parks and open space are particularly appropriate.

Three trails should be developed. One trail should encircle the Bay. Another trail should be aligned along the major ridgelines in the Bay Area. A third trail should follow the coast line. Trails should be designed to appeal to a wide range of users, including children, the elderly, and the disabled, to the extent feasible.

Two regional trails are currently being planned. The Association of Bay Area Governments, ABAG, has proposed the alignment for a 400 mile long Bay Trail, a bicycle and hiking trail that would travel around the perimeter of San Francisco and San Pablo Bays. The Bay Area Ridge Trail Council has been planning a Ridge Trail alignment that will connect parks along the major ridgelines circling the Bay. The Ridge Trail is designed to accommodate hikers, bicyclists, and equestrians, where safe and desirable. When completed, the Ridge Trail will be approximately 400 miles long. A trail along the coast line should also be planned in the future.

The City should coordinate planning for the Ridge Trail and Bay Trail alignments within San Francisco (see Objective 2, Policy 8, and Objective 3, Policy 3), so that they link up with the trails in San Mateo and Marin Counties. Creation of the two recreational trails should be given high priority for implementation in the years ahead. In addition, the potential for developing recreational trails along stream corridors, the coast line, and abandoned rail rights-of-way throughout the region should be investigated. The City should work with other local municipalities, public agencies and interested private organizations and individuals to develop a comprehensive regional trail system for the Bay area.

Bicycle Trails

~~A regional bikeway system should be developed for the San Francisco Bay area to provide for more recreational transportation throughout the Bay Area and to regional open space areas. The bicycle can provide another alternative to the automobile for access to regional open space areas at minimal cost without adverse effects on the community or open space. Creation and maintenance of a safe and convenient bike route system would also foster bicycling as a recreational activity. Bike trails that tie population centers to regional parks and open space are particularly appropriate.~~

~~Creation of a shoreline trail and route system circling the bay, and bicycle routes on the major ridgelines should be given high priority for implementation in the years ahead. The potential for developing exclusive recreational bicycle trails along stream corridors, the ocean, and abandoned rail rights of way throughout the region should be investigated. The City should~~

~~work with other local municipalities, public agencies and interested private organizations and individuals to develop a comprehensive regional bicycle trail system for the Bay area.~~

The City's bicycle trail system, identified in the Transportation Element of the Master Plan, should tie in with regional bicycle trails system. Better linkage is needed between the City's bike routes and suggested regional bikeway trails. ~~A safer and more convenient connection with the regional bike route at the Golden Gate Bridge concourse could result in increased bike ridership to Marin and the North Counties. Better linkage is also needed along the Great Highway or other routes to meet the South San Francisco and Peninsula bike routes.~~

Provision for Bicycles on Transit

Better coordination with regional public transportation networks could increase potential bicycle usage with little public expenditure. Efforts should be made to improve recreational bicycle access to regional transit routes, including ferry systems, which directly serve regional parks and regional trails. The Bay Area Rapid Transit (BART) system already permits bicycles on the system during non commute hours. Brochures or maps that provide information about and directions to nearby parks and regional open space should be available at appropriate BART stations and other transit terminals. Bicycle racks should be added to bus carriers that serve regional parks as a primary destination. Provision of bicycle racks on buses serving these routes would provide recreational bicyclists with better access to regional parks and open space. People should be able to use the regional public transportation network to reach a regional park or trail. Then they could hike or bicycle a portion of the park or trail, and should be able to return home using the regional public transportation system.

Regional Hiking Trails

~~Hiking trails can provide pedestrian access to regional parks and open spaces, and link these to communities throughout the region. The East Bay Regional Park District has been creating and developing hiking, bicycle and equestrian trails to link some of the regional parks within their jurisdiction. A hiking trail system of this type should be created or extended throughout the region. Convenient linkages between the Bay Area regional hiking trail system and the San Francisco urban trail system should be created.~~

National Historic Trail

In 1775, the Spanish explorer Juan Bautista De Anza set out northward on an overland expedition from Sonora, Mexico, through Arizona and California to the San Francisco Bay

Area. The National Park Service is working with other public agencies and private groups to establish the De Anza National Historic Trail. The City should coordinate work with these groups to designate a trail route within the City and County of San Francisco that follows the route of the De Anza Expedition as closely as possible. The City should encourage installation of trail markers, and provision for a route map and public information to enhance public use and enjoyment of the trail.

Citywide Policy 8

Develop a ~~citywide urban~~ recreational trail system that links City parks and public open space, ridge lines and hilltops, ~~the waterfront, the Bay and ocean~~, and neighborhoods, and ties into the regional recreational trails system.

~~An urban trails~~ A recreational trail system should be created on streets, ~~and~~ public rights-of-way and park land, ~~provide~~ providing interesting pathways to link city parks and public open space with the neighborhoods. ~~A comprehensively planned urban trail system, composed of carefully selected routes and well designed details, could be a valuable recreation resource. The citywide system should have convenient links with the regional hiking trail system, and with regional transit systems. Development of the trail system should include the following elements:~~ Three trails are currently envisioned. One trail would be part of the San Francisco Bay Trail. The second would link up with the Bay Area Ridge Trail. The third would be a Coastal Trail route along Ocean Beach. The trails should accommodate hikers and bicyclists. They should be designed to appeal to a wide range of users, including children, the elderly, and the disabled, to the maximum feasible extent.

In San Francisco and other highly urbanized areas, the primary trail users would most likely be hikers and bicyclists. The Ridge Trail, in addition, may be planned to accommodate equestrians, where feasible and desirable. In some instances, pedestrians, bicyclists and equestrians would have separate trail routes. The trails will be part of the regional trail system, linking up with the trails in San Mateo and Marin Counties.

Route Selection

The objective in route selection should be to ~~choose trails~~ select interesting routes along the Bay, Ocean, and linking the City's primary ridgeline and hilltop parks, in areas that provide information about the city's history, frame vistas of the City and Bay region, and permit the opportunity to view and visit interesting cultural, architectural and natural geographic features. In the future, a system of trails connecting the Ridge and Bay Trails should be created. It may also be necessary and desirable to make minor changes in trail alignments. The trail system should link city parks and public open space with interesting historic, natural, and man-made features that may attract and accommodate a variety of users.

Trails should be planned and designed to avoid impacting environmentally sensitive areas such as wetlands, and in a manner consistent with the policies of the land management agency through which the trail traverses.

The Bay Trail

The Bay trail should traverse the eastern edge of the City and should be oriented along the Bay from San Mateo County, to the Golden Gate Bridge. The Bay Trail alignment within San Francisco should link the following parks and public open spaces, as shown on Map 4:

- | | |
|---|---|
| • <u>Candlestick Point State Recreation Area</u> | • <u>Ferry Plaza</u>
<u>(Ferry Service to Marin, East Bay)</u> |
| • <u>India Basin park (Planned)</u> | • <u>Pier 7 Public Access Pier</u> |
| • <u>Warm Water Cove</u> | • <u>Pier 39</u> |
| • <u>Islais Creek</u> | • <u>Aquatic Park and Fort Mason</u>
<u>(GGNRA)</u> |
| • <u>Aqua Vista Park</u> | • <u>Marina Green</u> |
| • <u>Mission Bay Wetland & Park</u>
<u>(Planned)</u> | • <u>Crissy Field (GGNRA)</u> |
| • <u>South Beach Marina & Park</u>
<u>(Planned)</u> | • <u>The Presidio (GGNRA)</u> |
| • <u>Rincon Point Park(Planned)</u> | • <u>Fort Point National Historic Site</u>
<u>(GGNRA)</u> |
| • <u>Justin Herman Plaza</u> | |

The Ridge Trail

The Ridge Trail should contain a number of alternate route alignments within San Francisco, following public rights-of-way and travelling through or adjacent to public parks and open space along ridge lines and connecting hilltop parks. The Ridge Trail should link the following parks:

- | | |
|-------------------------------------|---|
| • <u>Fort Funston (GGNRA)</u> | • <u>Buena Vista Park</u> |
| • <u>Lake Merced</u> | • <u>Corona Heights Park</u> |
| • <u>Pine Lake Park/Stern Grove</u> | • <u>The Panhandle - Golden Gate Park</u> |
| • <u>Glen Canyon Park</u> | • <u>Alamo Square</u> |
| • <u>John McLaren Park</u> | • <u>Kimball Playground</u> |
| • <u>Twin Peaks</u> | • <u>Alta Plaza Park</u> |
| | • <u>The Presidio (GGNRA)</u> |

In addition to these trails, other recreational trails should be planned. In the Western part of the City, a Coastal Trail should be planned along Ocean Beach, to Lincoln Park and Baker Beach in the Presidio (GGNRA). Similarly, a system of trails connecting the Bay Trail and the Ridge Trail with different neighborhoods and parkland would create a variety of trail experiences, and increase recreational opportunities throughout the City.

Route Information

A map showing the trail routes and park system should be available for public distribution. In addition, trail markers or signs should also be installed along the routes to identify the trail, provide directional information, and designate segments of the trail for hikers, bicyclists, and/or equestrians.

Landscape Treatment

Landscape treatment of the trail system could include installation of trees and other vegetation as well as special paving materials and street furniture to provide pleasant resting areas. use of street furniture, signage, and other design elements should be used consistently along the trail to facilitate trail identification.



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

-  Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

-  Acquire For or Convert To Public Open Space
-  Provide New Open Space in the General Vicinity

PROPOSED RECREATION TRAILS

-  Hiking and Bicycle
-  Hiking and Bicycle Alternative
-  Hiking
-  Bicycle

PROPOSED TO BE ADDED

I.3.18

Proposed Amendment 10/1/92
As Amended by CPC Res. #13411



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

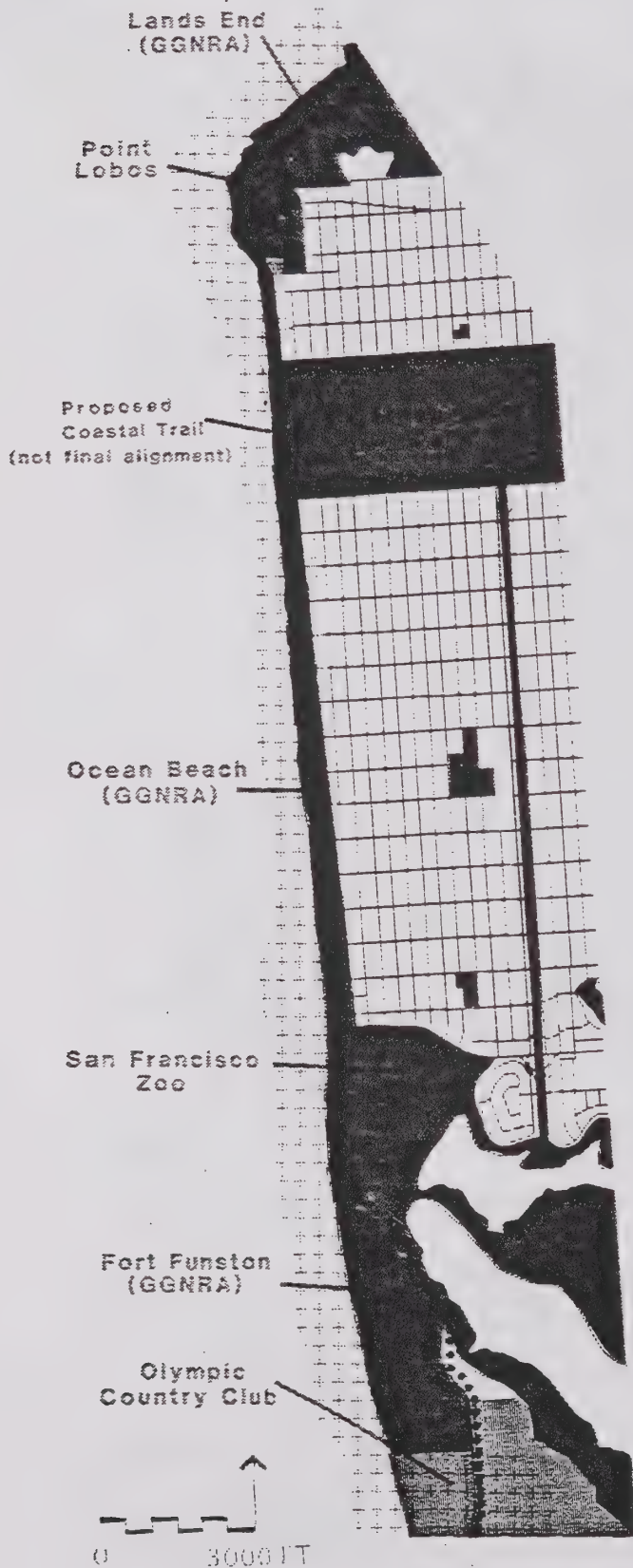
-  Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

-  Acquire For or Convert To Public Open Space
-  Provide New Open Space in the General Vicinity

..... Proposed Shoreline Trail

PROPOSED TO BE DELETED



Map 5 WESTERN SHORELINE PLAN

SHORELINE ZONE

 All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

 Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

 Provide New Open Space Along the Shoreline

..... Proposed Shoreline Trail

PROPOSED TO BE DELETED



Map 5 WESTERN SHORELINE PLAN

SHORELINE ZONE

-  All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

-  Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

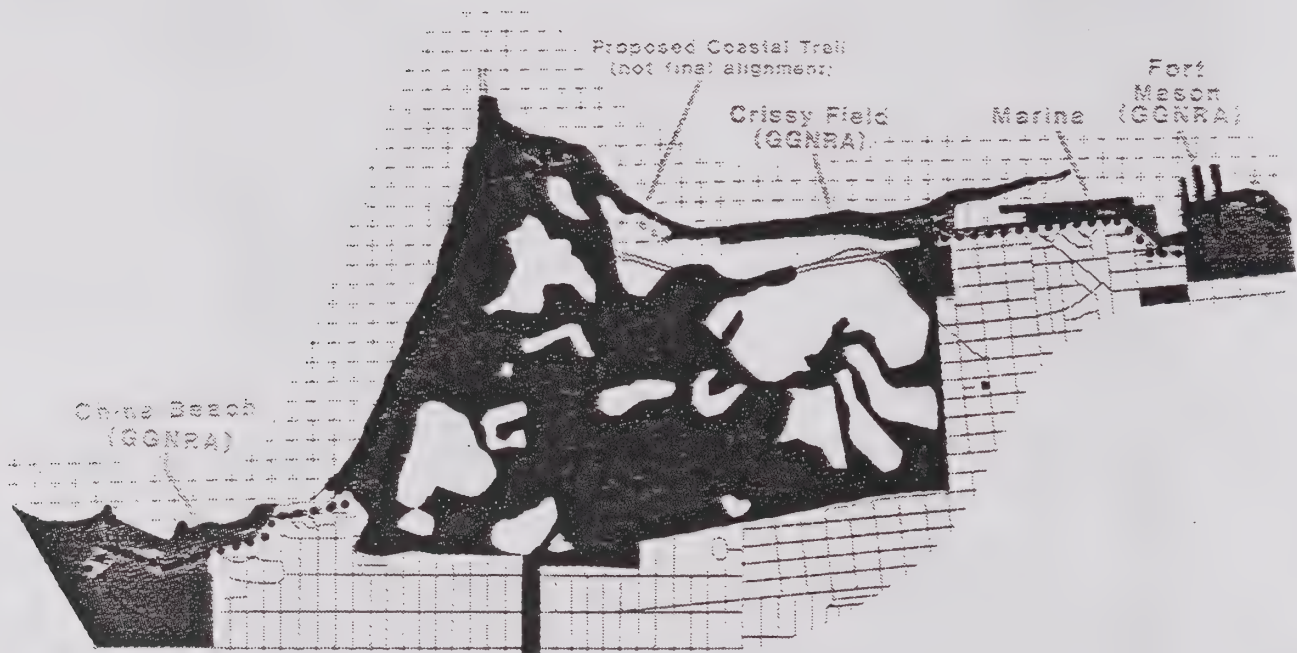
PROPOSED PUBLIC OPEN SPACE

-  Provide New Open Space Along the Shoreline

PROPOSED RECREATION TRAILS

-  Hiking and Bicycle
-  Hiking
-  Bicycle

PROPOSED TO BE ADDED



Note: For the Presidio see Map 3

NORTHWESTERN SHORELINE PLAN

Map 6

SHORELINE ZONE



All New Development Subject
To Shoreline Guidelines



Maintain and Improve the Quality of
Existing Shoreline Open Space and
Recreation

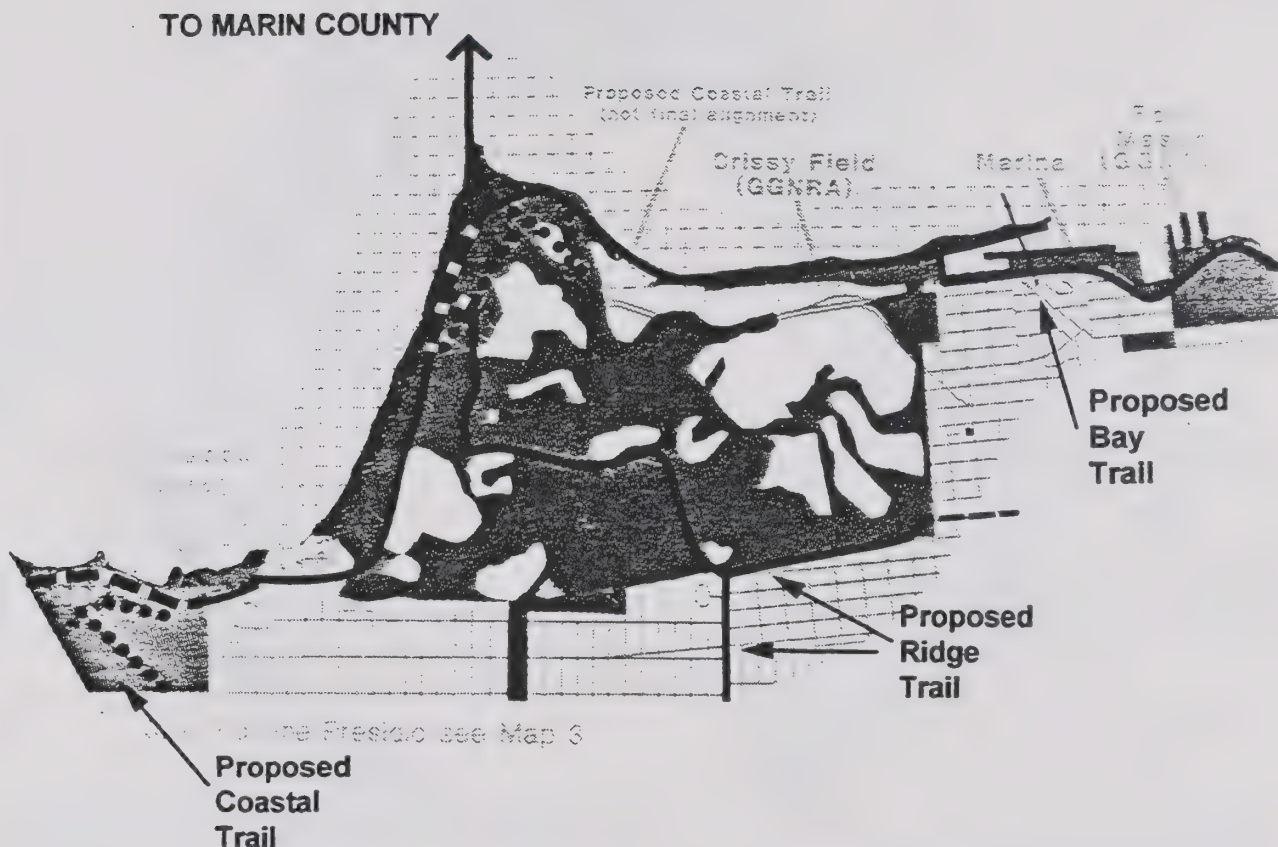
PROPOSED PUBLIC OPEN SPACE



Provide New Open Space Along
the Shoreline

..... Proposed Shoreline Trail

PROPOSED TO BE DELETED



NORTHWESTERN SHORELINE PLAN

Map 6

EXISTING PUBLIC OPEN SPACE

-  Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

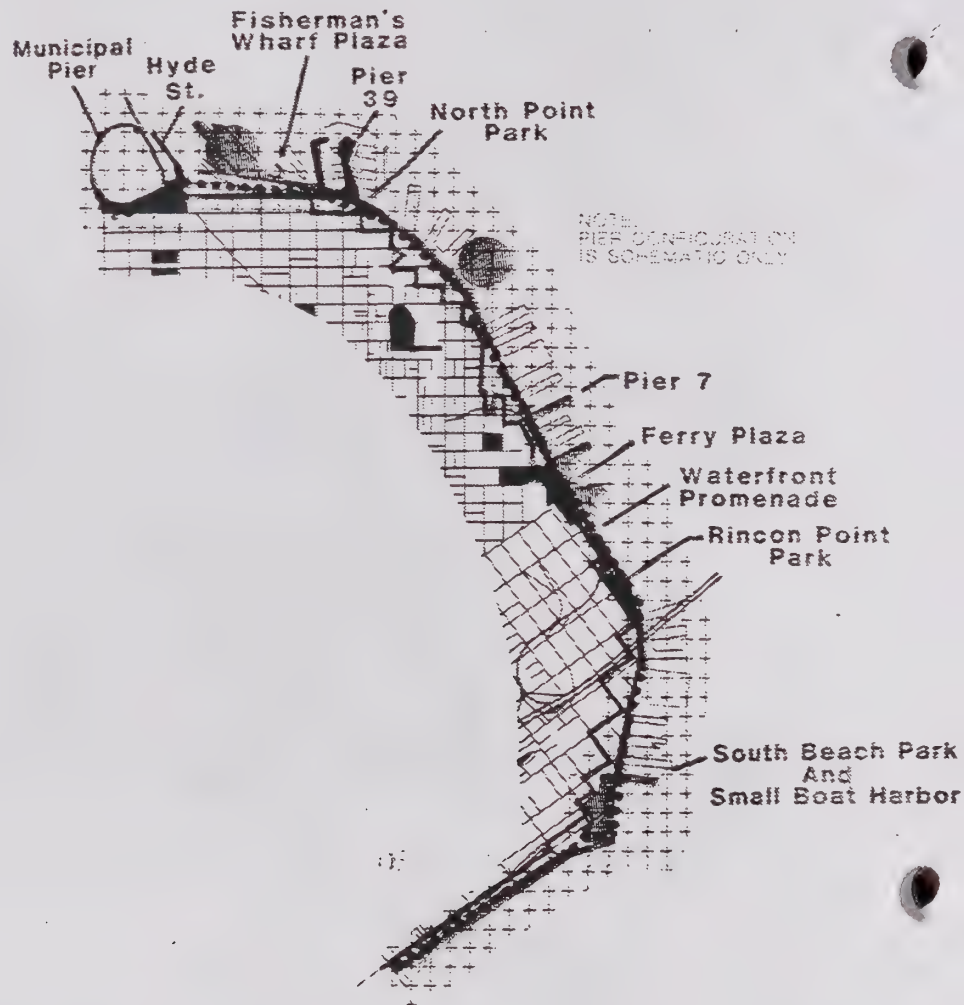
PROPOSED PUBLIC OPEN SPACE

-  Acquire For or Convert To Public Open Space
-  Provide New Open Space in the General Vicinity

PROPOSED RECREATION TRAILS

-  Hiking and Bicycle
-  Hiking and Bicycle Alternative
-  Hiking
-  Bicycle

PROPOSED TO BE ADDED



NORTHEASTERN SHORELINE PLAN

Map 7

SHORELINE ZONE



All New Development Subject
To Shoreline Guidelines

PUBLIC OPEN SPACE



Maintain and Improve the Quality of
Existing Shoreline Open Space and
Recreation

PROPOSED PUBLIC OPEN SPACE



Provide New Open Space Along
the Shoreline



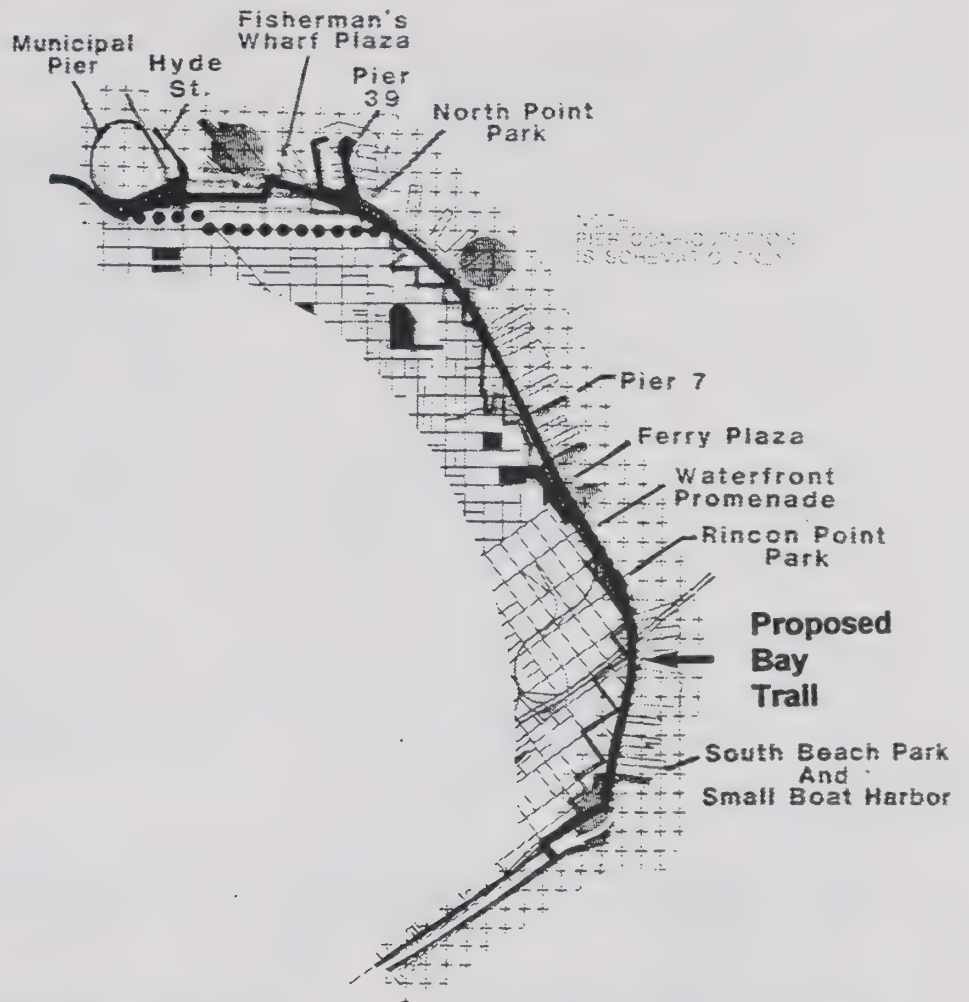
Provide New Open Space in
the General Vicinity



Port Jurisdiction

..... Proposed Shoreline Trail

PROPOSED TO BE DELETED



NORTHEASTERN SHORELINE PLAN

Map 7

SHORELINE ZONE



All New Development Subject
To Shoreline Guidelines



Port Jurisdiction

PUBLIC OPEN SPACE



Maintain and Improve the Quality of
Existing Shoreline Open Space and
Recreation

PROPOSED PUBLIC OPEN SPACE



Provide New Open Space Along
the Shoreline



Provide New Open Space in
the General Vicinity

PROPOSED RECREATION TRAILS

 Hiking and Bicycle

 Hiking

 Bicycle

PROPOSED TO BE ADDED

Map 8 EASTERN SHORELINE PLAN

SHORELINE ZONE



All New Development Subject
To Shoreline Guidelines

PUBLIC OPEN SPACE



Maintain and Improve the Quality of
Existing Shoreline Open Space and
Recreation

PROPOSED PUBLIC OPEN SPACE



Provide New Open Space Along
the Shoreline



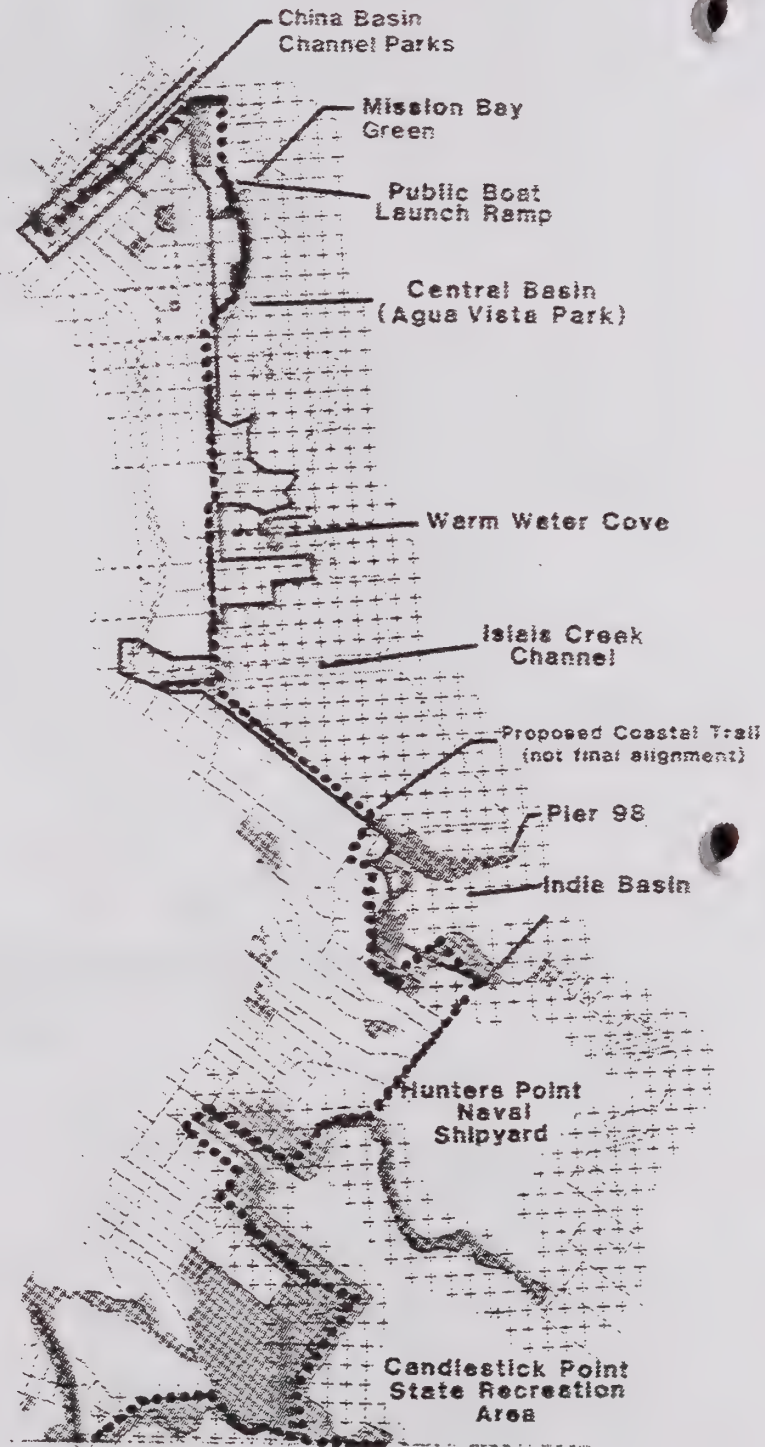
Provide New Open Space in
the General Vicinity



Port Jurisdiction

•••• Proposed Shoreline Trail

PROPOSED TO BE DELETED



Map 8 EASTERN SHORELINE PLAN

SHORELINE ZONE

 All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

 Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

 Provide New Open Space Along the Shoreline

 Provide New Open Space in the General Vicinity

 Port Jurisdiction

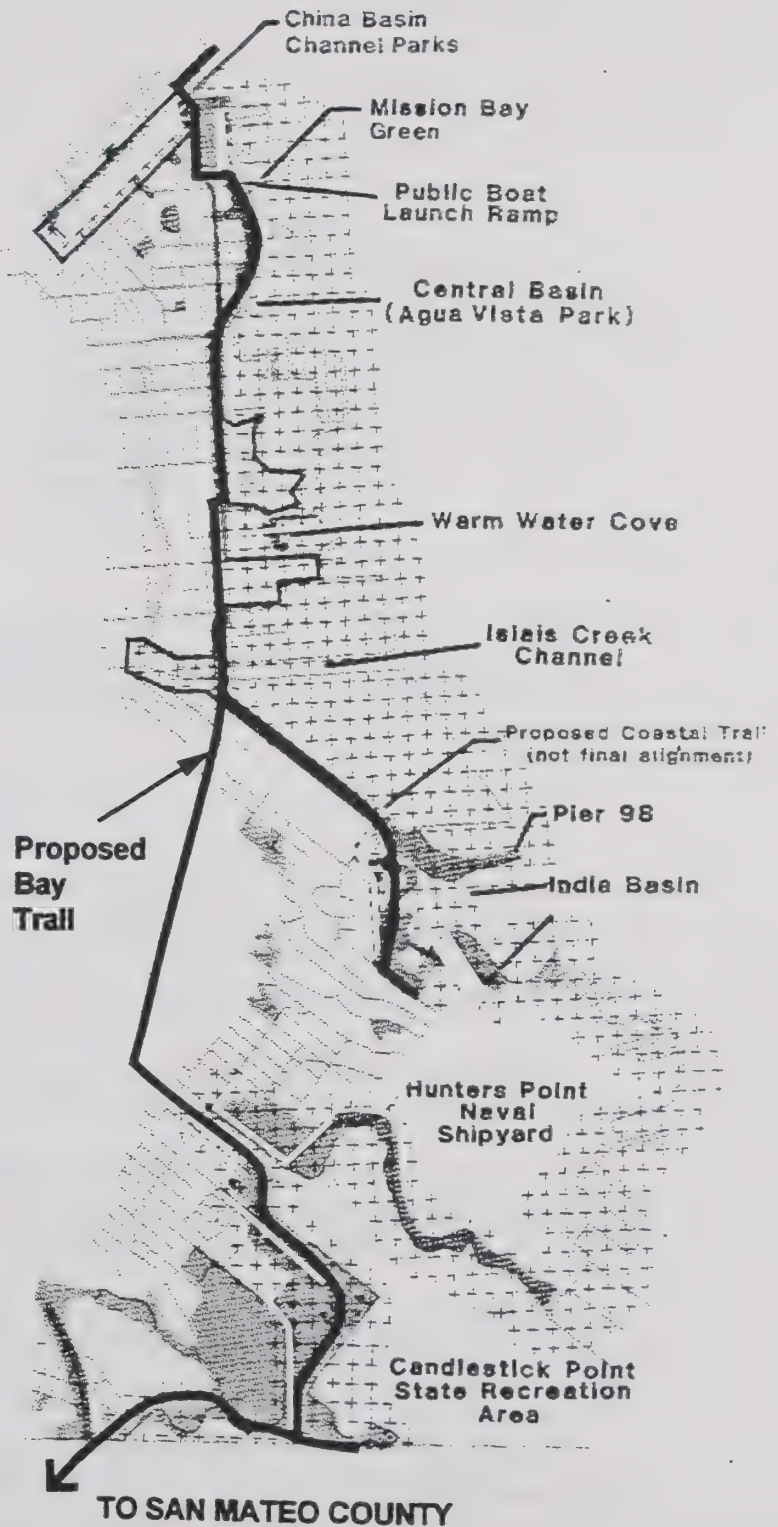
PROPOSED RECREATION TRAILS

 Hiking and Bicycle

 Hiking

 Bicycle

PROPOSED TO BE ADDED



Case No.93.159M

Amendment of the Recreation and Open Space Element of the Master Plan adding four sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Maps 4, and one site in Map 8.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13506

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" and Map 8, the "Eastern Shoreline Plan," have been or are in the process of being acquired to serve the needs of San Francisco residents; and

CITY PLANNING COMMISSION

Case No.93.159M

Amendment of the Recreation and Open Space Element of the Master Plan adding four sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Maps 4 and one site in Map 8.

Resolution 13506

Page 2

WHEREAS, as part of the Case No. 93.148R, the 1993-1994 San Francisco Park and Open Space Program, four sites are proposed for acquisition as public open space that were not identified in the Recreation and Open Space Element as "Proposed Public Open Space"; and

WHEREAS, There is significant neighborhood support for acquisition of the sites, and there may be a good opportunity to acquire the sites because most of the property owners appear willing to sell the properties to the City for open space use; and

WHEREAS, the sites, contained in EXHIBIT A and listed below, are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

1. Bonview lots (Assessor's Block 5614, lots 47-50);
2. Brewster/Franconia lot (Assessor's Block 5556, lot 56);
3. Mullen/Peralta site (Assessor's Block 5538, lots 14, 15, 23, 28, and portions of undeveloped Mullen and Peralta Street rights-of-way);
4. Evans/Hunters Point Boulevard Triangle (Assessor's Block 4646, lots 9-11); and

WHEREAS, The Evans/Hunters Point Boulevard Triangle site, contained in EXHIBIT A, is in addition proposed to be added to Map 8, the "Eastern Shoreline Plan" to the category "Proposed Public Open Space, Acquire for or convert to Public Open Space"; and

WHEREAS, Each of the sites proposed for acquisition is either very close to, or contiguous with existing parkland or public open space; and

CITY PLANNING COMMISSION

Case No.93.159M

Amendment of the Recreation and Open Space Element of the Master Plan adding four sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Maps 4 and one site in Map 8.

Resolution 13506

Page 3

WHEREAS, There is significant neighborhood support for acquisition of the sites, and there may be a good opportunity to acquire the sites because most of the property owners appear willing to sell the properties to the City for open space use; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on April 15, 1993; and

WHEREAS, On April 15, 1993, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the sites contained in Exhibit A to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan", and in addition adding the Evans/Hunters Point Boulevard Triangle site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 8, the "Eastern Shoreline Plan."

CITY PLANNING COMMISSION

Case No.93.159M

Amendment of the Recreation and Open Space Element of the Master Plan adding four sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Maps 4 and one site in Map 8.

Resolution 13506

Page 4

AND BE IT FURTHER RESOLVED, That \$40,000 in funding from The San Francisco Park and Open Space Program, 1993-1994," be used to fund the Department of City Planning to initiate an update of the Recreation and Open Space Element of the Master Plan and the accompanying Programs Report.

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on April 15, 1993.

Linda Avery
Secretary

AYES: Commissioners Fung, Levine, Lowenberg, Prowler, Unobskey

NOES: None

ABSENT: Commissioners Boldridge, Smith

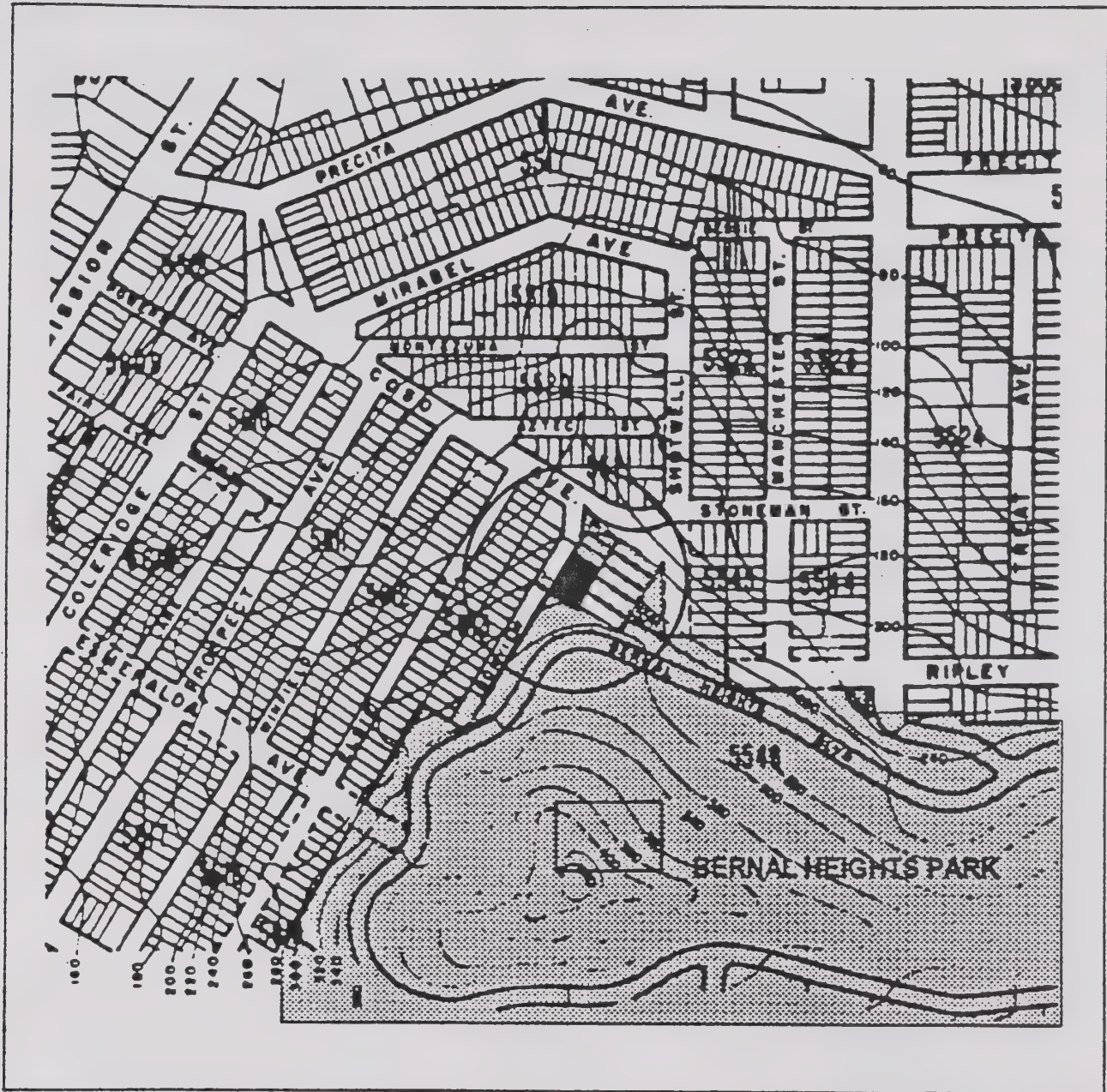
ADOPTED: April 15, 1993

EXHIBIT A

The Recreation and Open Space Element of the Master Plan is proposed to be amended. Map 4, the "Citywide Recreation and Open Space Plan" and Map 8, the "Eastern Shoreline Plan", would be amended, adding the following sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space."

<u>Proposed Acquisition Site</u>	<u>Neighborhood</u>	<u>Add Site to Map:</u>
1. Bonview Lots AB 5614, lots 47-50	Bernal Heights	Map 4
2. Brewster/Franconia (community garden) AB 5556, lot 56	Bernal Heights	Map 4
3. Mullen/Peralta site AB 5538, lots 14, 15, 23, 28, and portions of undeveloped Mullen and Peralta Street rights-of-way	Bernal Heights	Map 4
4. Evans/Hunters Point Blvd Triangle AB 4646, lots 9-11	Bayview / Hunters Point	Map 4, Map 8

Maps of four sites attached.



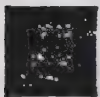
Potrero - Precita Valley Area Map

Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

Adding:

Proposed Public Open Space

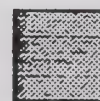
North



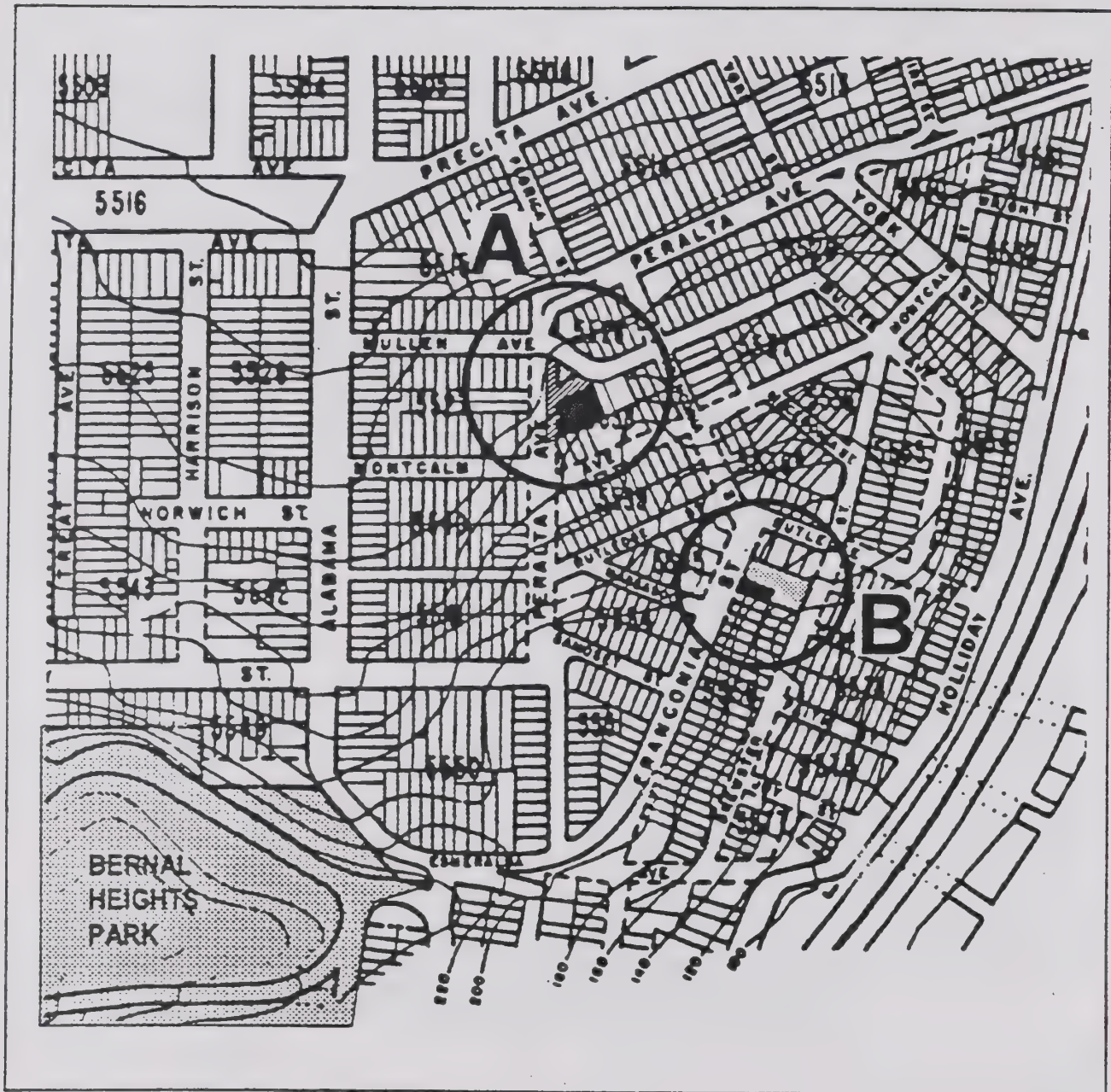
Acquire For or Convert to Public Open Space

Bonview Lots

AB 5614, lots 47 - 50



Existing Public
Open Space



Potrero - Precita Valley Area Map

Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

Adding:

Proposed Public Open Space

North ↑



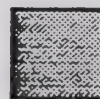
Acquire For or Convert to Public Open Space

A Mullen/Peralta

4B 5538, lots 14, 15, 23, 28, portion of
Mullen and Peralta r-o-w

B Brewster/Franconia

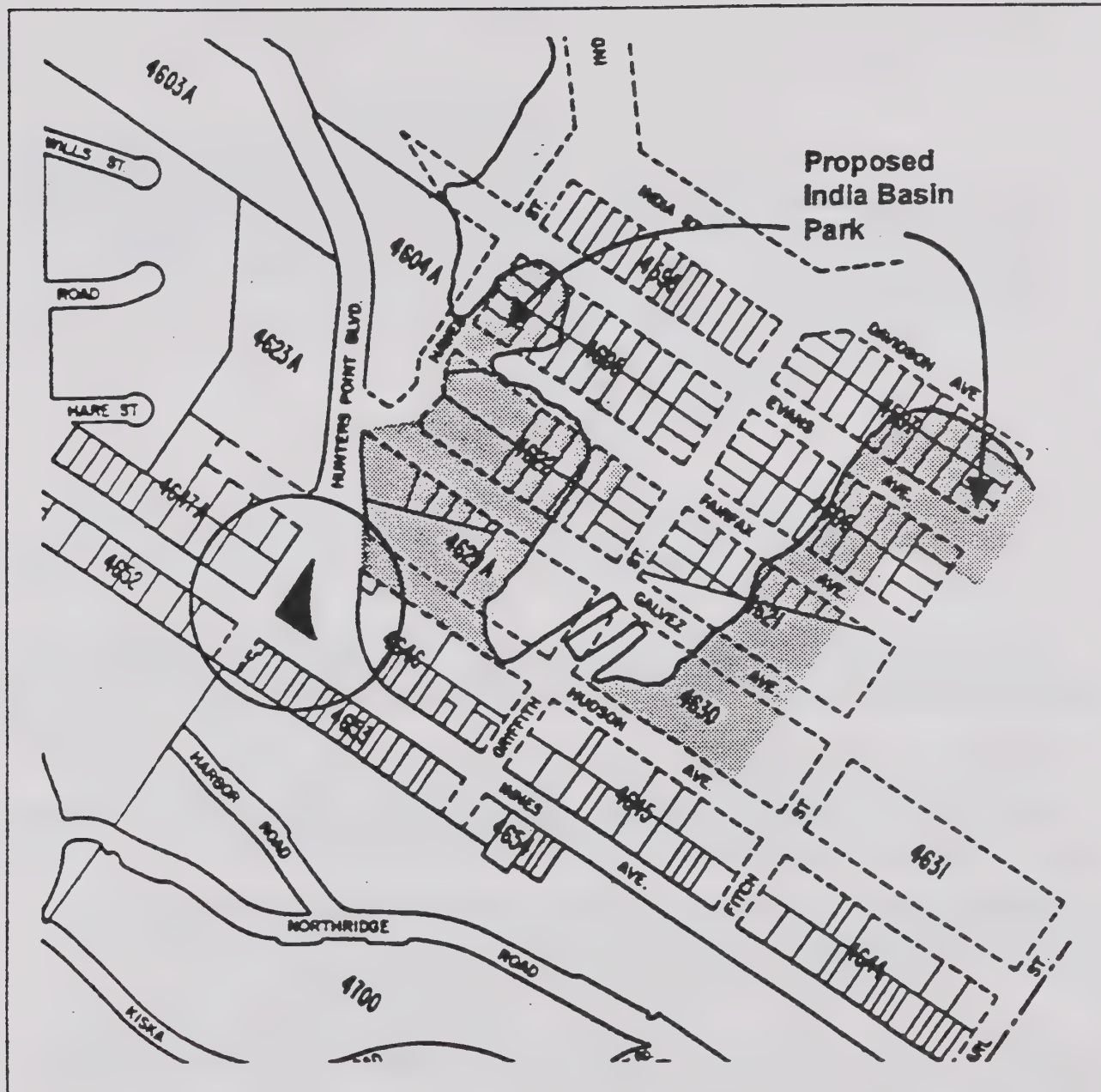
AB 5556, lot 56



Existing Public
Open Space



Public R-O-W to
be converted to
open space



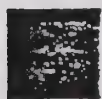
Hunters Point Area Map

Proposed Amendment of Map 4, "Citywide Recreation and Open Space Plan"
and Amendment of Map 8, "Eastern Shoreline Plan"

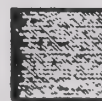
Adding:

Proposed Public Open Space

North



Acquire For or Convert to Public Open Space
Evans/Hunters Point Triangle
AB 4646, lots 9-11



Existing Public
Open Space
India Basin

Case No.94.118M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13676

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

CITY PLANNING COMMISSION

Case No.94.118M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13676

Page 2

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, as part of the Case No. 93.117R, the 1994-1995 San Francisco Park and Open Space Program, three sites are proposed for acquisition as public open space that are not designated in the Recreation and Open Space Element as proposed public open space by either policy or map; and

WHEREAS, the sites, contained in EXHIBIT A and listed below, are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

- (a) Brooks Park-adjacent property, acquisition through long-term lease of Assessor's Block 7073, lot 50, Assessor's Block 7074, lot 49, Assessor's Block 7075, lot 56;
- (b) Brooks Park-adjacent property, Assessor's Block 7075, lots 34, 35, 36;
- (c) Lessing/Sears lot, Assessor's Block 7160, lot 1; and

WHEREAS, There is significant neighborhood support for acquisition of the sites; and

WHEREAS, Each of the sites proposed for acquisition is contiguous with an existing public park; and

CITY PLANNING COMMISSION

Case No.94.118M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13676

Page 3

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on April 28, 1994; and

WHEREAS, On April 28, 1994, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the sites contained in Exhibit A to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan",

CITY PLANNING COMMISSION

Case No.94.118M

Amendment of the Recreation and Open Space
Element of the Master Plan adding three sites
to the category "Proposed Public Open Space,
Acquire for or Convert to Public Open Space" in
Map 4, the Citywide Recreation and Open
Space Plan."

Resolution 13676

Page 4

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on April 28, 1994.

Linda Avery
Secretary

AYES: Commissioners Fung, Lowenberg, Martin, Prowler, Levine

NOES: None

ABSENT: Commissioner Unobskey

ADOPTED: April 28, 1994

Attachment A

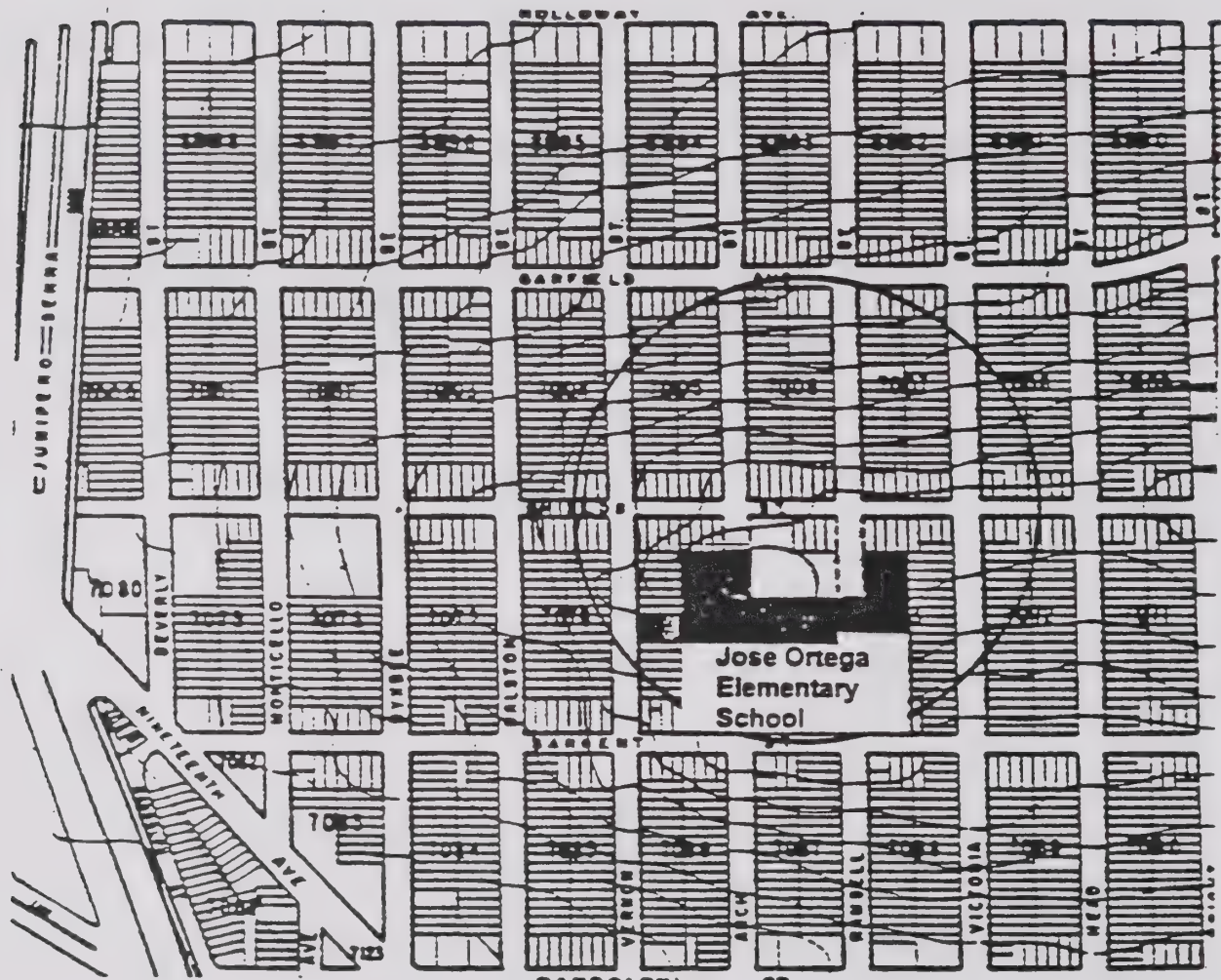
Map showing location of the three sites proposed to be added to the Recreation and Open Space Element Map 4 in the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space"

EXHIBIT A

The Recreation and Open Space Element of the Master Plan is proposed to be amended. Map 4, the "Citywide Recreation and Open Space Plan," would be amended, adding the following sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space."

<u>Proposed Acquisition Site to Map:</u>	<u>Neighborhood</u>	<u>Add Site</u>
1. Brooks Park - Adjacent Acquisition through long-term lease of SFUSD property, AB 7073, lot 50, AB 7074, lot 49, AB 7075, lot 56 [The property is 2.03 acres in size]	OMI	Map 4
2. Brooks Park - Adjacent Acquisition of 3 lots, AB 7075, lots 34, 35, 36 [The lots are each 25' X 100', 7,500 square feet total]	OMI	Map 4
3. Lessing/Sears lot Acquisition of AB 7160, lot 1	Excelcior District	Map 4

Maps of sites are attached.



Merced Heights Area Map

Proposed Amendment of Map 4, "Citywide Recreation and Open Space Plan"

Adding:

Proposed Public Open Space

North



- 1** Acquire For or Convert to Public Open Space
- Brooks Park Adjacent

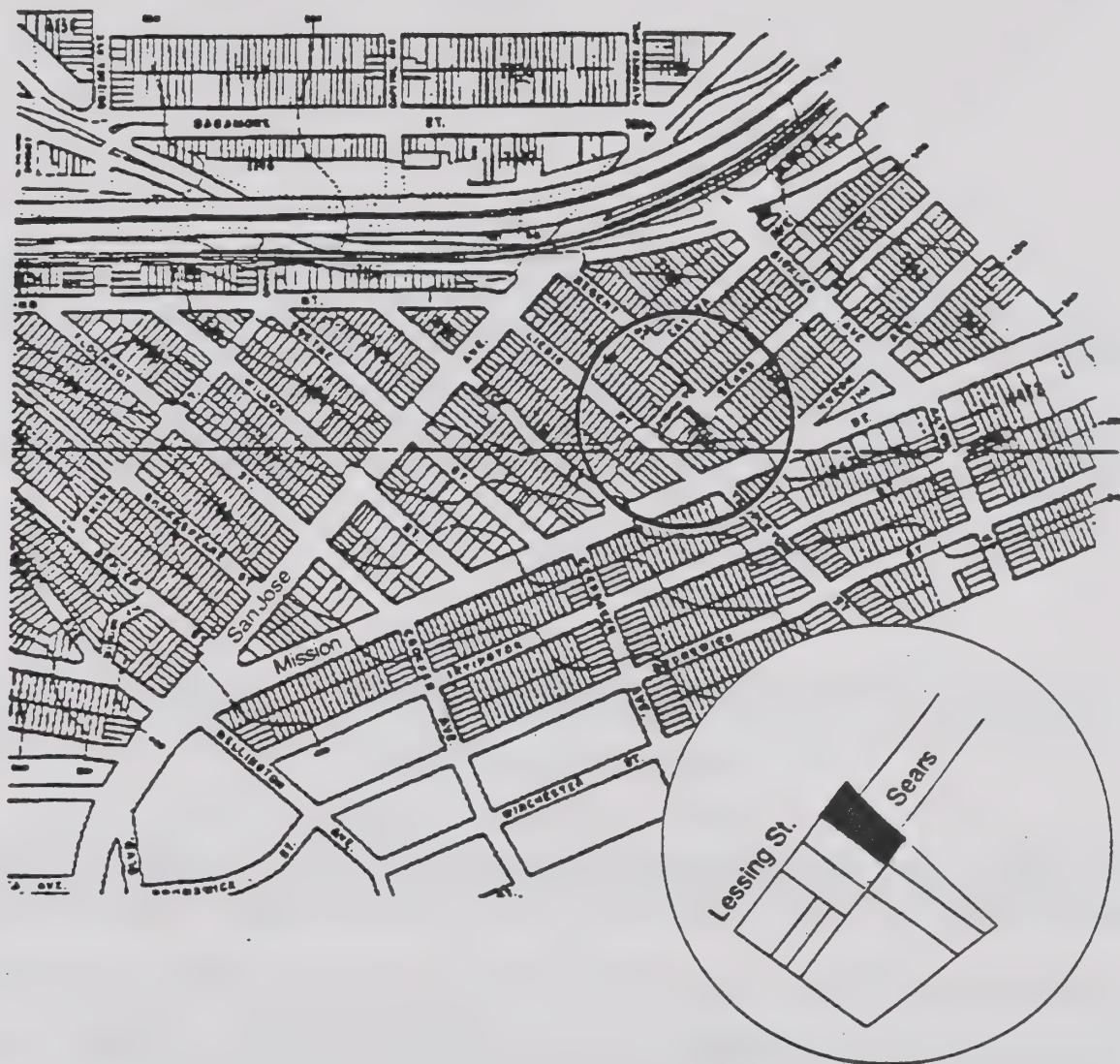
AB 7073 lot 50
 7074 lot 49
 7075 lot 56



Existing Public
Open Space
(Brooks Park)



- 2** AB 8075 lots 34, 35, 36
Privately owned lots to provide access
to Vernon Street.



Alemany Area Map

Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

Adding:

Proposed Public Open Space



3 Acquire For or Convert to
Public Open Space
Lessing - Sears Lot Assessor's
Block 7160, lot 1



Existing Open Space

Case No. 95.120M

**Amendment of the Recreation and Open Space
Element of the Master Plan adding three sites
to and deleting one lot from the category
"Proposed Public Open Space, Acquire for or
Convert to Public Open Space" in Map 4, the
"Citywide Recreation and Open Space Plan."**

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13868

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, *The City Planning Commission* adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

CITY PLANNING COMMISSION

Case No. 94.120M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to and deleting one lot from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13868

Page 2

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, as part of the Case No. 95.120R, the 1995-1996 San Francisco Park and Open Space Program, three sites are proposed for acquisition as public open space that are not designated in the Recreation and Open Space Element as proposed public open space by either policy or map; and

WHEREAS, one lot proposed for acquisition in the 1994-1995 San Francisco Park and Open Space Program has been removed from further consideration for acquisition [though adjacent properties are proposed for acquisition] as public open space in Case No. 95.120R, the 1995-1996 San Francisco Park and Open Space Program; and

WHEREAS, the following sites, contained in EXHIBIT A and listed below, are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

- (a) Brooks Park-adjacent property, acquisition of Assessor's Block 7075, lots 32, 33;
- (b) Tenderloin Pre-School Park Site, northeast corner of Turk & Hyde Street, AB 337, lot 21;
- (c) Replacement site for Sharon Arts Center, to be located 16th and Dolores Street, AB 3556, lot 25;

CITY PLANNING COMMISSION

Case No. 94.120M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to and deleting one lot from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13868

Page 3

WHEREAS, the site contained in EXHIBIT A and listed below is proposed to be deleted from Map 4, the "Citywide Recreation and Open Space Plan," in the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

(d) Brooks Park-adjacent property, Assessor's Block 7075, lot 36; and

WHEREAS, There is significant neighborhood agreement on disposition of the sites; and

WHEREAS, The sites proposed for acquisition would enlarge an existing public park, provide a much-needed amenity in a "High Need" area, or would replace an existing undersized recreation facility; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on May 4, 1995; and

WHEREAS, On May 4, 1995, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

CITY PLANNING COMMISSION

Case No. 95.120M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to and deleting one lot from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13868

Page 4

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the following three sites (a-c) to and deleting one lot (d) from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan;"

- (a) add Brooks Park-adjacent property, acquisition of Assessor's Block 7075, lots 32, 33;
- (b) add Tenderloin Pre-School Park Site, northeast corner of Turk & Hyde Street, AB 337, lot 21;
- (c) add a replacement site for Sharon Arts Center, to be located 16th and Dolores Street, AB 3556, lot 25;
- (d) delete Brooks Park-adjacent property, Assessor's Block 7075, lot 36; and

CITY PLANNING COMMISSION

Case No. 94.120M

Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to and deleting one lot from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution 13868

Page 5

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on May 4, 1995.

**Linda Avery
Secretary**

AYES: Commissioners Boomer, Fung, Levine, Lowenberg, Prowler, Unobskey

NOES: None

ABSENT: Commissioner Martin

ADOPTED: May 4, 1995

Exhibit A

Map showing (a-c) the location of the three sites proposed to be added to, and (d) the location of one lot proposed to be deleted from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," of the Recreation and Open Space Element of the Master Plan.

Sites Proposed to be added to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan."

- 1a. Brooks Park-adjacent property, acquisition of Assessor's Block 7075, lots 32, 33
2. Tenderloin Pre-School Park Site, northeast corner of Turk & Hyde Street, AB 337, lot 21
3. Replacement site for Sharon Arts Center, 16th and Dolores Street, AB 3556, lot 25

Lot proposed to be deleted from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan."

- 1b. Brooks Park-adjacent property, Assessor's Block 7075, lot 36

San Francisco Planning Department

Exhibit A Master Plan Amendment

Sites proposed to be added to and deleted from Map 4,
The "Citywide Recreation and Open Space Plan"



1. Brooks Park Adjacent Property
 - a. Dedicatate AB 7075, lot 36
 - b. Designate AB 7075, lots 32, 33

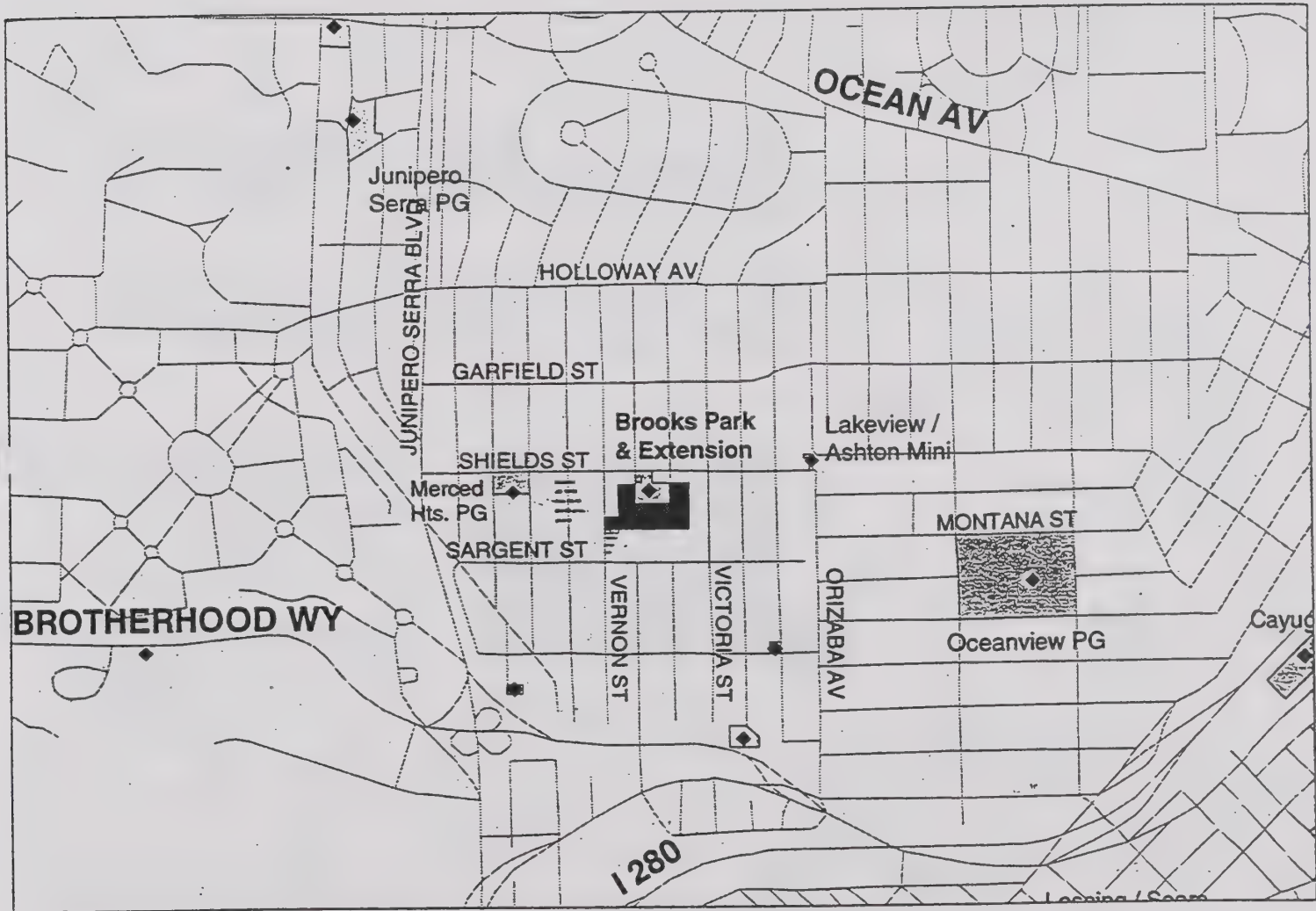
2. Tenderloin Pre-school Park Site
AB 337, lot 21

3. Replacement site for Sharon Arts Center
AB 3556, lot 25

San Francisco Planning Department

Proposed Acquisition Site

Brooks Park Extension

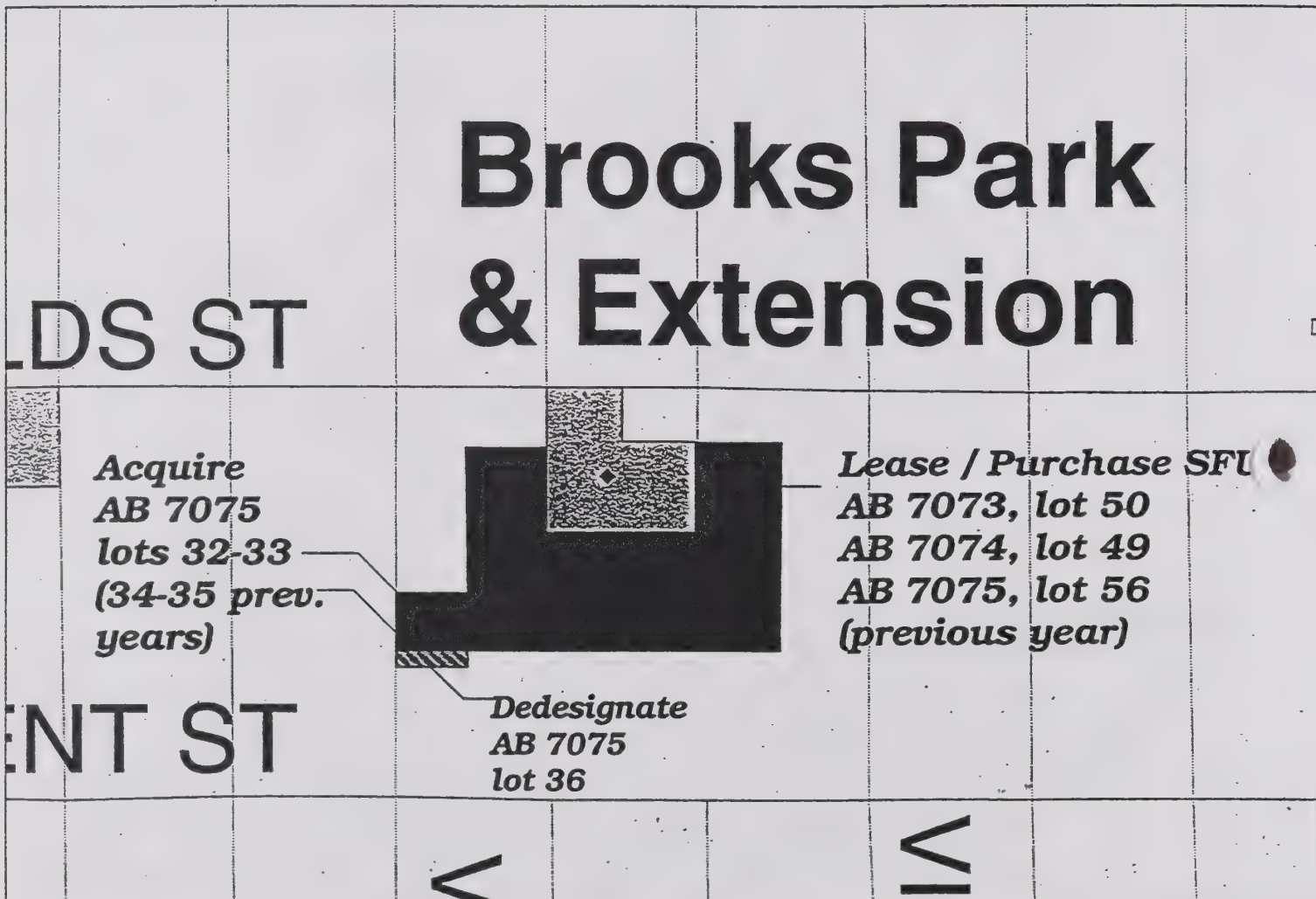


San Francisco Planning Department

Brooks Park Extension

Dedesignate AB 7075, lot 36

Designate AB 7075, lots 32, 33



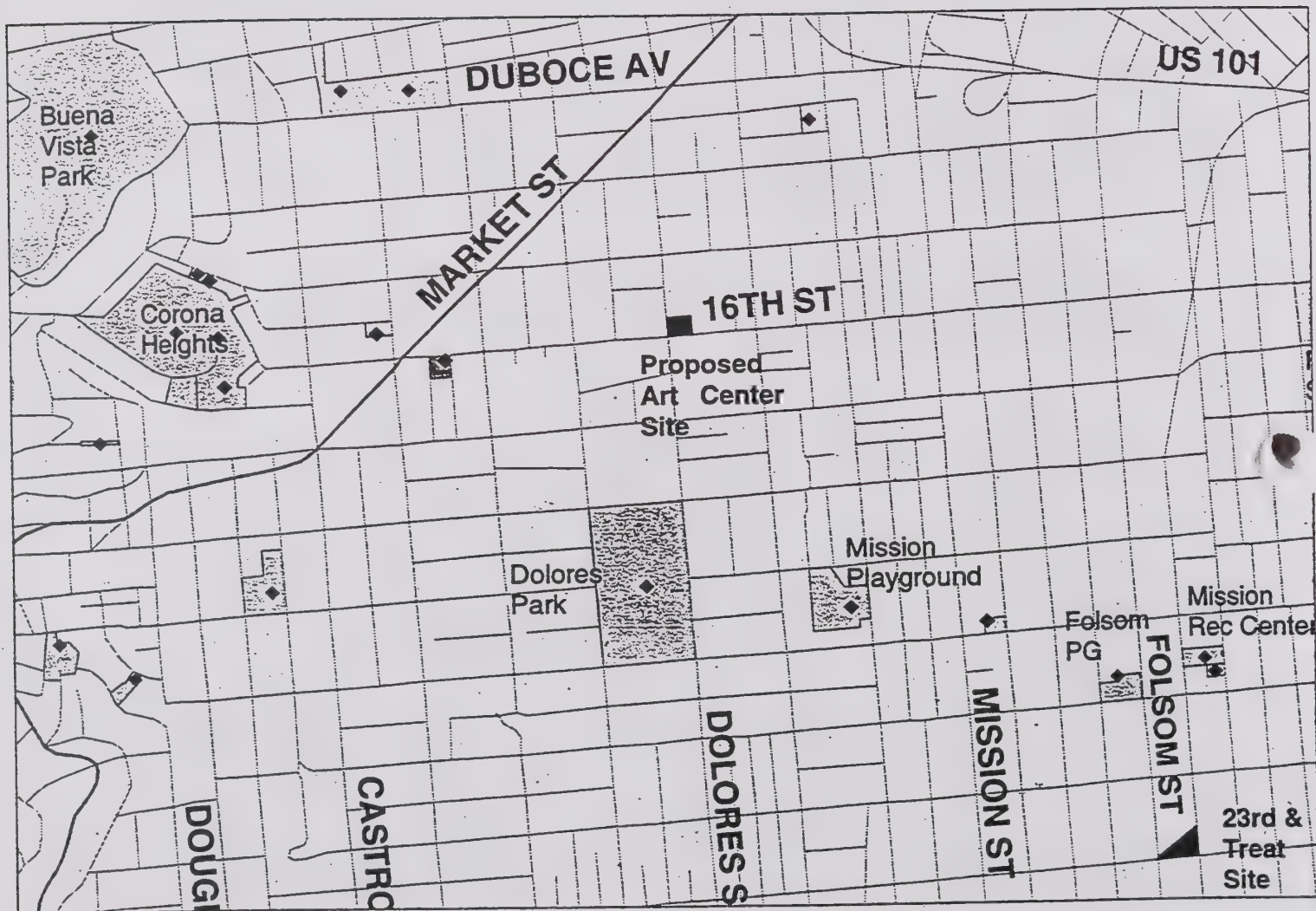
San Francisco Planning Department

Tenderloin Park Pre-school Site



San Francisco Planning Department

Replacement site for Sharon Arts Center



Case No. 94.611M
Adoption of Amendments to the
Transportation Element and Other
Elements and Area Plans of the
Master Plan.

SAN FRANCISCO
CITY PLANNING COMMISSION

RESOLUTION NO. 13907

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission (hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The Commission adopted the Transportation Element of the Master Plan by Resolution No. 9434 on June 24, 1982; and

WHEREAS, The Commission has since amended the Transportation Element of the Master Plan to reflect the objectives and policies of new and revised Master Plan Elements such as the Downtown Plan, the Waterfront Transportation Projects, and most recently, the Mission Bay Plan (Resolution No. 12040 on September 27, 1990); and

WHEREAS, There have been significant changes in transportation policies and legislation on a local, regional, state and national level since the Transportation Element of the Master Plan was last amended; and

WHEREAS, There have also been changes in the city's transportation system and facilities, particularly in the aftermath of the Loma Prieta earthquake, since the Transportation Element has last been amended; and

WHEREAS, These changes in the technology, need, evaluation and funding of transportation projects must be addressed in order for the Transportation Element to continue being relevant and appropriate in guiding the changes and development of land use in San Francisco; and

WHEREAS, New sections have been proposed for addition to the Transportation Element that promote planning in a broader, more regional context, encourage cooperation between employers, commuters and city agencies in addressing transportation deficiencies, seek to optimize transportation performance through new evaluation methods that consider movement of people rather than vehicles and through more efficient management of transportation systems, and promote the balanced and viable movement of freight and goods in the urban environment; and

WHEREAS, Fundamental components of the Transportation Element, including the "Transit First" Policy, the promotion of local and regional coordination in transportation planning and the management of congestion and parking supply have helped the City and County of San Francisco achieve significant transit ridership and clean air targets and are maintained and emphasized in the proposed Transportation Element; and

WHEREAS, The consultation and participation of over 35 city, county, regional, state and federal transportation agencies, departments and commissions, other city departments, transportation advocacy groups, community groups and interested citizens contributed to the development of the draft Transportation Element For Citizens' Review published on November 16, 1994; and

WHEREAS, On December 8, 1994, the Commission held a public hearing on the draft Transportation Element For Citizens' Review and considered testimony related to the proposed amendments; and

WHEREAS, The draft Transportation Element has been presented to numerous other City Commissions, agencies, transportation advocacy groups and community groups, including the Parking and Traffic Commission, the Public Transportation Commission, the San Francisco Planning and Urban Research Association (SPUR), the Bicycle Advisory Committee, the Traffic Safety Coalition, the Central Freeway Citizens' Task Force and the Barbary Coast Trails Committee between December 1994 and April 1995; and

WHEREAS, Many comments and suggestions for additional revisions to the draft Transportation Element by Planning Commissioners, members of other City Commissions and Department staff, transportation advocates and agencies, community groups and citizens have been incorporated in the document between December 1994 and May 1995; and

WHEREAS, To establish consistency with the objectives and policies of the proposed Transportation Element, revisions and amendments are proposed to portions of the Downtown Plan, Rincon Hill Plan, Northeast Waterfront Plan, Central Waterfront Plan and Van Ness Plan, deleting obsolete references to transportation systems that no longer exist, including the Embarcadero Freeway, the Beltline Freight Railroad, deleting references to the concepts of "intercept parking" that are replaced with policies in the proposed Transportation Element promoting a more regional approach to intercept parking and policies in other Area Plans and Elements of the Master Plan promoting other land uses in the areas previously designated as intercept parking, and including text that expands the proposed network of ferry transit, among other amendments as proposed in the May 16, 1995 document titled "Amendments to Other Elements and Area Plans of the Master Plan in Consistency with the Proposed Transportation Element;" and

WHEREAS, A set of errata sheets has been prepared to correct typographical errors, contribution credits and to clarify specific wording without modifying the intent or substance of the content of the draft Transportation Element, its maps, objectives or policies and is proposed for incorporation into the draft Transportation Element; and

WHEREAS, The proposed amendments to the Transportation Element, to other Elements and Area Plans of the Master Plan, and the Implementation Program advance and are consistent with the Priority Policies of City Planning Code Section 101.1 in that they:

would not adversely affect existing neighborhood-serving retail uses and future opportunities for resident employment in, and ownership of, such business (Priority Policy 1);

would not adversely affect the conservation and preservation of existing housing and neighborhood character (Priority Policy 2);

would not adversely affect the preservation and enhancement of the City's supply of affordable housing (Priority Policy 3);

would establish objectives, policies and guidelines that facilitate Muni services and reduce the demand for neighborhood parking (Priority Policy 4);

would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors (Priority Policy 5);

would, with the promotion of an emergency circulation plan, contribute to preparedness against injury and loss of life in an earthquake (Priority Policy 6);

would not adversely affect the preservation of landmarks and historic buildings (Priority Policy 7);

and would not adversely affect protection of vistas and sunlight to parks and open space (Priority Policy 8);

WHEREAS, The Office of Environmental Review of the Planning Department of the City and County of San Francisco has evaluated the draft Transportation Element, including the draft Implementation Program and the Amendments to Other Elements and Area Plans of the Master Plan, as a project for its possible environmental effects and has determined with a Negative Declaration published on May 19, 1995 that the project could not have a significant effect on the environment; and

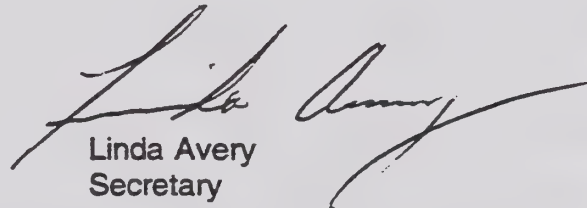
WHEREAS, Two appeals of the Negative Declaration were filed on or before June 8, 1995; and were heard by the City Planning Commission at a public hearing on July 6, 1995;

NOW THEREFORE BE IT RESOLVED, the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby deny the two appeals to the Negative Declaration and does certify that it has reviewed, considered, and approved the information contained in the Negative Declaration;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS the Transportation Element of the Master Plan (Exhibit 1) with the intent of incorporating the corrections proposed in the Errata/Addenda sheets (Exhibit 2), the Amendments to Other Elements and Area Plans of the Master Plan (Exhibit 3) and the Implementation Program for the Transportation Element (Exhibit 4);

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendments and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on July 6, 1995.

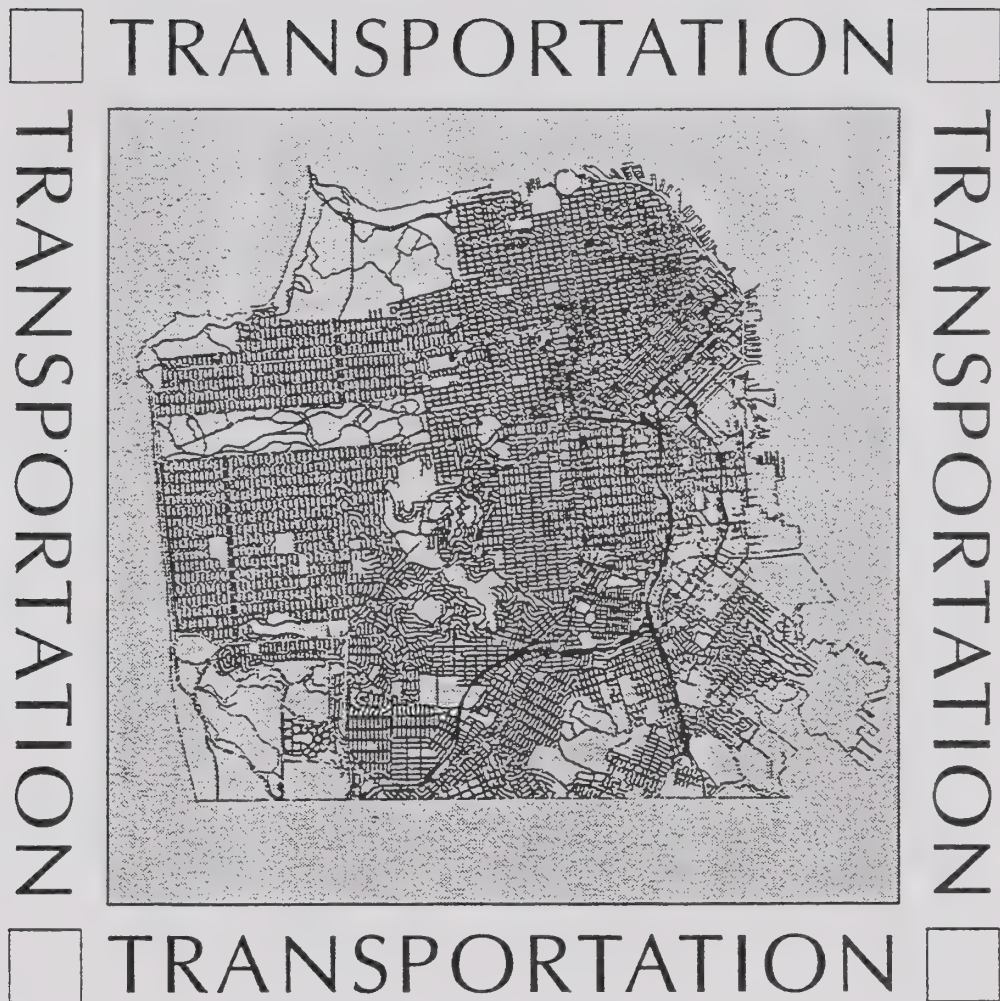

Linda Avery
Secretary

AYES: Commissioners Boomer, Fung, Levine, Lowenberg, Martin, Prowler,
Unobskey

NOES: none

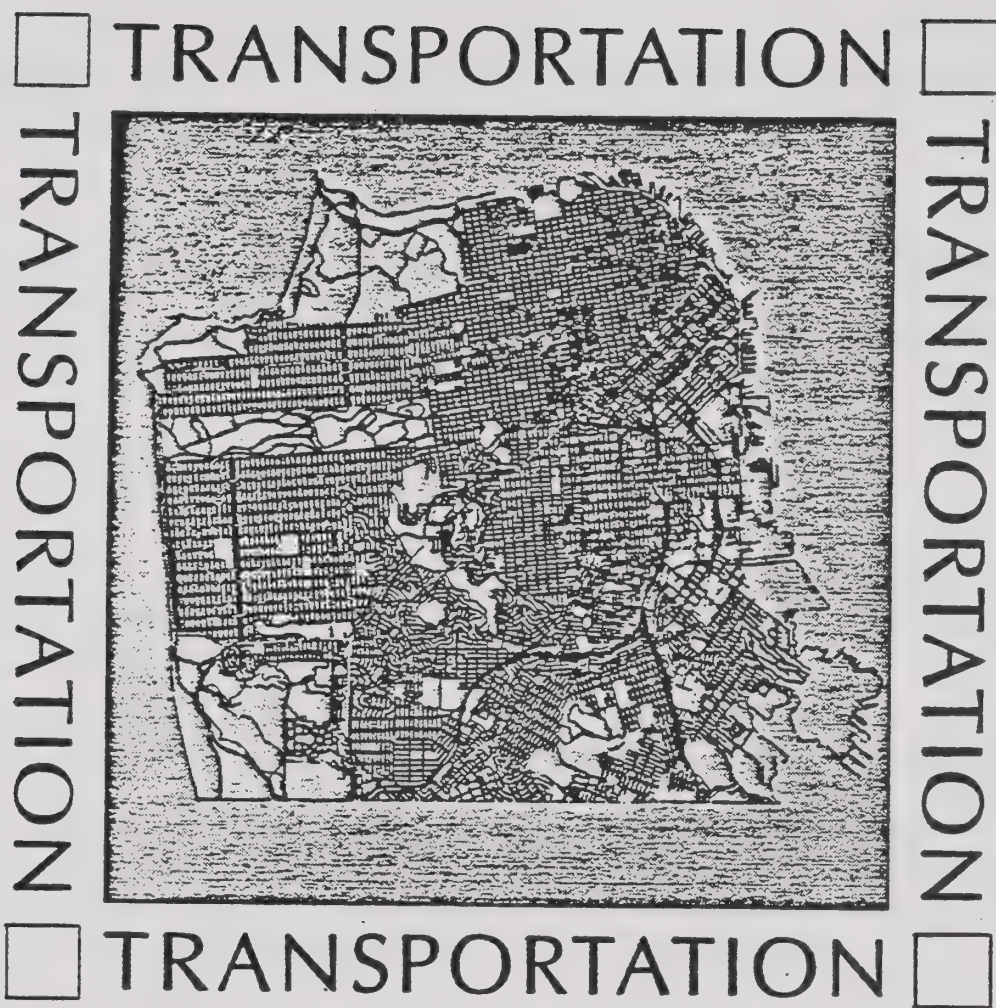
ABSENT: none

ADOPTED: July 6, 1995



AN ELEMENT OF THE MASTER PLAN OF THE
CITY AND COUNTY OF SAN FRANCISCO

Planning Department of the City and County of San Francisco
July 1995



IMPLEMENTATION PROGRAM

**FOR THE TRANSPORTATION ELEMENT OF THE MASTER PLAN
OF THE CITY AND COUNTY OF SAN FRANCISCO**

Planning Department of the City and County of San Francisco
May 1995



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

Exhibit 3

June 28, 1995

AMENDMENTS TO OTHER ELEMENTS AND AREA PLANS OF THE MASTER PLAN in Consistency with the Proposed Transportation Element City and County of San Francisco

Strikeout indicates proposed deletion of language, and underline indicates proposed addition of language. Quotation marks are used to indicate the beginning and ending of an excerpt from an Area Plan or Element of the Master Plan proposed for Amendment. Other proposed amendments are called out in text without quotations.

DOWNTOWN PLAN: Moving About Section

Objective 17, Policy 7:

"Continue ferries and other forms of water-based transportation as an alternative method of transit between San Francisco and the ~~north bay~~ other communities along the Bay, and between points along the waterfront within San Francisco."

Map 6, "Transportation Plan", page II.1.43

This map was originally included in the Downtown Plan to supplant the Transportation Element's own set of maps when it came to the Downtown area, and contains some discrepancies with the proposed Vehicle Circulation, Transit Preferential Streets, Rail Transit and Downtown Short-Term Parking Belt Plans. Now that the transportation policies and maps for the downtown area are placed back into the Transportation Element, there is no need for having this map in the Downtown Plan, and it is proposed to be deleted.

Pedestrians (Objective 22)

There is no inconsistency between the Pedestrian section of "Moving About" and the Transportation Element, so there is no need to replace any policy or objective. However, the Downtown Pedestrian Plan is currently being revised as an amendment to the Downtown Plan -- and even while there are differences between this Plan and the old Pedestrian section, they are both consistent with the Transportation Element.

INTERCEPT PARKING is deleted from the objectives, policies and maps of the Area Plans below because the concept is now replaced in the proposed Transportation Element with other policies recognizing that once cars have crossed the bottlenecks of the bridges and jammed freeways leading to the city, they are contributing to the traffic and air quality problem and, being so close to their destinations, are unlikely to stop at an intercept parking lot and use transit to complete the trip. The intercept parking concept is replaced in the Transportation Element by the Remote Parking Plan in the Regional Plan that encourages long-distance drivers to take transit from outlying transit terminals, and by other policies in the Master Plan that favor residential, light industrial and back-office land uses to ring downtown over parking.

CHINATOWN

OBJECTIVE 7

*POLICY 4

Increase public short-term parking opportunities; set rates to discourage long-term parking.

Parking is extremely difficult to find in Chinatown. Provision of a new off-street short-term parking facility is a high priority. However, locating such a facility without displacement of residents or businesses is a problem. Other parking solutions include increasing the joint use of existing parking, expansion of metered spaces, increased enforcement to increase the turnover of on-street parking, and increased parking fees and improved transit service to reduce demand."

RINCON HILL PLAN

Remove references to "intercept parking" throughout:

Page II.3.2:

"Public investments in the form of adjacent residential and waterfront amenities as part of the South Beach-Rincon Point redevelopment project ~~and potential construction of intercept parking facilities as part of the I-280 reprogramming of highway funding will provide an added stimulus.~~"

OBJECTIVE 20 (Page II.3.12):

~~"5. Creation of recreation facilities on the roofs of intercept parking garages on Beale and Main Streets should they be constructed.~~

56. Creation of a pedestrian..."

Map 5 on Page II.3.13: Delete shaded areas and "5" indicating intercept parking, replace "6" on map with "5." Delete line 5 in text beneath map: ~~"5. Recreation Facilities On Rooftops Of Potential Intercept Parking Structures"~~, replace "6" with 5.

OBJECTIVE 25

~~"TO ENCOURAGE CREATION OF INTERCEPT AND JOINT USE OF PARKING STRUCTURES."~~

OBJECTIVE 26 (under "Parking"):

~~"Intercept Commuter Parking: These portions of two blocks bounded by the Bridge on the south, and by Fremont, Beale, Main and Harrison, including also those portions inside the midrise residential district would be appropriate for parking facilities for downtown commuters because of their proximity to freeways and to projected transit along The Embarcadero.~~

~~The top levels of intercept parking facilities that would otherwise be exposed should be covered with a roof to be used for recreation and open space purposes and/or should be effectively screened from view from above with such devices as boxed trees, landscaped trellises, and decks."~~

VAN NESS PLAN

OBJECTIVE 9:

~~*POLICY 7~~

~~Investigate feasibility of developing Gough Street from Bay Street as a one-way couple with Franklin Street.~~

POLICY 78

Require residential ..."

(This plan is inconsistent with the Vehicle Circulation plan for Gough in the proposed Transportation Element that calls for maintaining its width and two-way function north of Pine.)

NORTHEAST WATERFRONT PLAN

OBJECTIVE 8

~~*POLICY 9 — Remove the existing elevated Embarcadero Freeway."~~

OBJECTIVE 9

POLICY 1

"To the extent feasible, accommodate regional traffic movement inland from the Northeastern Waterfront area. ~~Abandon the planned linking of Interstate 280 with the Embarcadero Freeway. If a connection between I-280 and the Bay Bridge is mandated to accommodate the regional movement of traffic, it should be along an inland right-of-way.~~"

POLICY 5

"Improve transit service to, and along, the Northeastern Waterfront. Establish a transit rail service in an exclusive right of way along the Embarcadero that would connect to numerous other transit lines, ~~and to intercept parking facilities.~~"

OBJECTIVE 10

POLICY 13

"Remove exposed surface parking from over water, ~~from under the Embarcadero Freeway,~~ and along the Embarcadero roadway to improve shoreline appearance and access to the Bay."

OBJECTIVE 26

~~"Intercept Parking~~

~~POLICY 1 — Develop intercept commute parking for 400 to 800 cars on part of Block 3803 under the stub end of Interstate 280 between Third, Berry, Fourth, and King Streets." (No replacement)~~

NORTHEAST WATERFRONT PLAN

continued:

EMBARCADERO CORRIDOR

OBJECTIVE 27

~~"TO IMPROVE THE EMBARCADERO CORRIDOR IN ORDER TO FACILITATE THE MOVEMENT OF PEOPLE AND GOODS, AND TO ENHANCE PUBLIC ACCESS TO AND ALONG THE WATER, AND TO ELIMINATE THE BLIGHTING INFLUENCE OF THE ELEVATED FREEWAY STRUCTURE.~~

POLICIES

~~Embarcadero Freeway~~

~~POLICY 1~~

~~Remove the Embarcadero Freeway from Interstate 80 to Broadway, retaining only the bus ramps into the Transbay Terminal and the Main Beale off ramps. To prevent the Embarcadero from becoming a major regional traffic corridor and to free major parcels of land for more effective development and increased open space, do not permit direct ramps into the Embarcadero roadway modifying its image as a barrier to the waterfront. Mitigate its visual bulk by heavy planting and mounding. Expand the vines which are growing on the freeway columns near the Ferry Building, so that the structure is covered in greenery. Plant a dense row of sycamore and poplar trees near the freeway to break up the massive visual effect. Mitigate noise impacts by applying acoustical material to the underside of the first and second levels and use double paned glass between the two levels in problem areas near the Agricultural Building, Ferry Building, and YMCA. Improve its appearance in the most visually impacted areas, particularly at Broadway, Market and Howard Streets. Remove parking under the freeway to reduce its physical impact and improve the pedestrian environment. Program activities under the structure on a seasonal basis to further modify its image as a physical barrier to the waterfront."~~

~~*Freight Rail Line~~

~~POLICY 1 — Maintain Beltline track north to Piers 30 and 32 if necessary for maritime activities. The Beltline track should share right of way with the roadway travel lanes on King Boulevard and The Embarcadero.~~

~~POLICY 2 — Accommodate spur tracks to Piers 30 and 32 from the relocated Beltline if necessary to serve maritime use."~~

(These were Amended by Resolution 11882 on 3/1/1990, but now they no longer apply because there is neither a Beltline Railway nor an Embarcadero Freeway)

NORTHEAST WATERFRONT PLAN, continued:
Still under Objective 27:

"Transit

~~**POLICY 4** Ensure convenient pedestrian connections between the intercept parking garages (on Blocks 3767 and 3803) and the rail transit stops.~~

POLICY 45 If found to be feasible after further analysis, extend certain trolley and bus lines and the California Street Cable Car to the Ferry Building. Facilitate pedestrian movement from Justin Herman Plaza to the Ferry Building.

POLICY 56 Prohibit heliports or STOL ports."

Map 7: Parking Plan
Page II.7.41:

Delete this Map. Parking is shown on Map 14 in proposed Transportation Element.

CENTRAL WATERFRONT PLAN

OBJECTIVE 7 IMPROVE THE ACCESSIBILITY OF THE CENTRAL WATERFRONT.

~~"POLICY 5 Improve regional highway access by completing the proposed State Route 230 (Hunter's Point Parkway) and the proposed on-ramp to Interstate 280 immediately south of Islais Creek Channel.~~

POLICY 65 Provide adequate rail and truck access to all maritime piers."

OBJECTIVE 8 IMPROVE TRANSPORTATION CONDITIONS WITHIN THE CENTRAL WATERFRONT.

~~"POLICY 6~~

~~Develop a parking reservoir to serve downtown travelers on underutilized land north of China Basin Channel beneath the stub end of Interstate 280. Provide frequent shuttle service from the reservoirs to downtown using transit, jitneys, or other means.~~

POLICY 67

Encourage new developments to provide pedestrian amenities and transit access improvements such as pedestrian resting areas, bus stop shelters, and transit information displays."

(This deletion is consistent with the new policies on "intercept parking", with the removal of the I-280 structure east of 5th, and with the Mission Bay plan for development in this area.)

SOUTH OF MARKET

OBJECTIVE 5

*POLICY 6

~~Construct in the South of Market new long term parking garages to serve the downtown only as needed to replace the loss of long term parking in the downtown core.~~

Emphasize short-term parking over long-term parking in parking facilities that exist or are proposed for the South of Market.

While the City maintains the policy of discouraging the addition of new long-term parking spaces in and around the downtown, it may be ~~necessary and~~ appropriate to replace lost commuter parking resources with short-term parking facilities in areas which are well served by transit to and from the downtown core. Again, these spaces should ~~replace,~~ not add to the long-term parking supply, in order to prevent unacceptable congestion, and should be provided in garages, not lots.

Land under the elevated freeways should be designated for parking use. In particular, ~~when needed to replace displaced parking, the city should encourage construction of a long term parking garage~~ short-term parking over long-term parking under the elevated freeway in the area bounded by Third and Fourth Streets and Harrison and Bryant Streets."

The respective aims of the Pedestrian Network on Map 7, p. II.10.27 and the more elaborate pedestrian network in the new Transportation Element are mutually consistent: an internal, neighborhood-oriented pedestrian network and an overall, citywide network that connects neighborhoods.

OTHER AREA PLANS AND ELEMENTS

The area plans of Civic Center, Western Shoreline, South Bayshore, and all the broader Elements of the Master Plan, including Environmental Protection, Commerce and Industry, Residence, Open Space, were not found to contain any inconsistencies with the proposed Transportation Element.

**SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13909**

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, The City Planning Commission adopted the Downtown Area Plan by Resolution No. 10163 on November 29, 1984; and

WHEREAS, The City Planning Commission amended the Downtown Area Plan by Resolution No. 11769 on October 12, 1989; and

WHEREAS, The Planning Department has prepared objectives and policies reflecting the Downtown Streetscape Plan for inclusion in the Downtown Area Plan of the Master Plan; and

WHEREAS, Downtown San Francisco encompasses a compact mix of activities, historical elements, and distinctive architecture that engenders a special excitement reflective of a world city; and

WHEREAS, The compactness of the downtown core and the City's temperate climate make walking an ideal mode of transportation; and

WHEREAS, Over ninety percent of the 13 million visitors to San Francisco each year walk through the Union Square area during their visit; and

WHEREAS, Over a half a million people walk in downtown San Francisco every day; and

WHEREAS, Walking is the most important travel mode in San Francisco; and

WHEREAS, The downtown pedestrian environment is increasingly hazardous, in disrepair, and cluttered with obstructions; and

WHEREAS, The physical character of the City's sidewalks has a strong influence on the quality of San Francisco's image for residents and visitors alike; and

WHEREAS, Master Plan policies state the following:

- a. Downtown Area Plan, Objective 22

Improve the downtown pedestrian circulation system, especially within the core, to provide for efficient, comfortable, and safe movement.

- b. Downtown Area Plan, Objective 22, Policy 1
Provide sufficient movement space.
- c. Downtown Area Plan, Objective 22, Policy 2
Minimize obstructions to through pedestrian movement on sidewalks in the downtown core.
- d. Downtown Area Plan, Objective 22, Policy 3
Ensure convenient and safe pedestrian crossings.
- e. Downtown Area Plan, Objective 22, Policy 4
Create a pedestrian network in the downtown core that includes streets devoted to or primarily oriented to pedestrian use.
- f. Downtown Area Plan, Objective 22, Policy 5
Improve the ambience of the pedestrian environment.
- g. Urban Design Element, Objective 1, Policy 5
Emphasize the special nature of each district through distinctive landscaping and other features.
- h. Urban Design Element, Objective 1, Policy 6
Make centers of activity more prominent through design of street features and by other means.
- i. Urban Design Element, Objective 1, Policy 7
Recognize the natural boundaries of districts, and promote connections between districts.
- j. Urban Design Element, Objective 1, Policy 8
Increase the visibility of major destination areas and other points for orientation.
- k. Urban Design Element, Objective 1, Policy 9
Increase the clarity of routes for travelers.
- l. Transportation Element, Objective 7
Provide safe and pleasant space for pedestrians.
- m. Transportation Element, Objective 7, Policy 1

Widen sidewalks where intensive commercial, recreational, or institutional activity is present and where residential densities are high.

- n. Transportation Element, Objective 7, Policy 2
Retain streets not required for traffic for pedestrian circulation, open space use, and density controls.
- o. Transportation Element, Objective 7, Policy 4
Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

WHEREAS, To respond to these Master Plan objectives and policies and improve the downtown pedestrian environment, the Planning Department has developed a Downtown Streetscape Plan, as one work item under the Downtown Pedestrian Improvements Program funded by Transportation Sales Tax funds administered by the San Francisco County Transportation Authority; and

WHEREAS, The Downtown Streetscape Plan emphasizes the importance of the pedestrian environment and recognizes the impact that the character of the pedestrian environment can have on the City as a whole; and

WHEREAS, The Downtown Streetscape Plan identifies the streets in the Downtown Pedestrian Network; and

WHEREAS, The Downtown Streetscape Plan is guided by a pedestrian street typology system which classifies and establishes design standards for pedestrian streets; and

WHEREAS, The Base Case Street design establishes minimum standards for all downtown sidewalks; and

WHEREAS, The Second Level Street design establishes design standards for Beale, Bush, Fourth, Front, Geary, Kearny, New Montgomery, Post, Powell, Second, Steuart, Stockton, and Third Streets; and

WHEREAS, The Special Level Street design establishes design standards for California, Grant, Mission, and Montgomery Streets and Maiden Lane; and

WHEREAS, The Walkthrough Alley street design establishes minimum standards for Annie, Commercial, Ecker, Jessie, Leidesdorff, Minna, Natoma, Shaw, Stevenson, and Trinity Streets; and

WHEREAS, The Destination Alley street design establishes minimum standards for Belden, Claude, Commercial, Campton, Hunt and St. George Streets; and

WHEREAS, The Downtown Streetscape Plan outlines capital project designs for specific streets in the Union Square, Financial District, and South of Market areas and for downtown alleyways; and

WHEREAS, The Downtown Streetscape Plan establishes standards for all streetscape elements including design, placement, and implementation; and

WHEREAS, The Downtown Streetscape Plan contains policies for pedestrian safety, maintenance, and informational signage; and

WHEREAS, The policies developed by the Downtown Streetscape Plan are proposed to be included in the Master Plan; and

WHEREAS, The proposed Amendments to the Downtown Plan advance and are consistent with the Priority Policies of City Planning Code Section 101.1 in that it would not adversely affect existing neighborhood-serving retail uses and future opportunities for resident employment in, and ownership of, such business (Priority Policy 1); would not adversely affect the conservation and preservation of existing housing and neighborhood character (Priority Policy 2); would not adversely affect the preservation and enhancement of the City's supply of affordable housing (Priority Policy 3); would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors (Priority Policy 5); would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake (Priority Policy 6); and

WHEREAS, The proposed Amendments to the Downtown Plan will foster pedestrian movement thereby reducing commuter traffic which impedes Muni transit services and reducing the demand for neighborhood parking (Priority Policy 4); and

WHEREAS, The proposed Amendments to the Downtown Plan recognize existing Conservation Districts and historic streetscape elements, it will contribute to the preservation of landmarks and historic buildings (Priority Policy 7); and

WHEREAS, The proposed Amendments to the Downtown Plan outline the components of the Downtown Pedestrian Network, a vital element in the Downtown Open Space System, thereby ensuring that our parks and open space and their access to sunlight and vistas are protected from development (Priority Policy 8); and

WHEREAS, The proposed Amendments to the Downtown Plan are consistent with the Master Plan; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Downtown Area Plan of the Master Plan, which hearing was held on July 13, 1995; and

WHEREAS, The City Planning Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Downtown Area Plan of the Master Plan; and

WHEREAS, The City Planning Commission has certified that the Downtown Streetscape Plan is in compliance with the rules and regulations of the California Environmental Quality Act;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Downtown Area Plan as identified in Exhibit A that incorporates and implements the objectives and policies of the Downtown Streetscape Plan; and

THEREFORE BE IT FURTHER RESOLVED, That the Downtown Pedestrian Network map contained in Exhibit A supersedes Map 7, the "Proposed Pedestrian Network: Downtown District", the proposed Pedestrian Network Classification of Elements supersede the Pedestrian Network Classification of Elements in the Downtown Area Plan, and the proposed Pedestrian Improvement Standards and Guidelines upersede the Pedestrian Improvement Standards and Guidelines identified in Figure 5 of the Downtown Area Plan of the Master Plan; and

THEREFORE BE IT FURTHER RESOLVED, That the Fundamental Principles for the Downtown Pedestrian Network as identified in Exhibit A are added to the Pedestrians section of the Downtown Area Plan; and

THEREFORE BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on July 13, 1995.

Linda Avery
Secretary

AYES: Commissioners Boomer, Fung, Levine, Lowenberg, Martin, Prowler

NOES: none

ABSENT: Unobskey

ADOPTED: July 13, 1995

[DOWNTOWN AREA PLAN

Adopted by Resolution No. 10163 on November 29, 1984. Amended by Resolution No. 11769 on October 12, 1989.]

Amending the Downtown Area Plan of the Master Plan to include the Downtown Pedestrian Network, Objectives and Policies, and Design Guidelines outlined in the Downtown Streetscape Plan.

Note: Additions are underlined, deletions are in ((double parentheses)).

Pedestrians

OBJECTIVE 22

IMPLEMENT A DOWNTOWN STREETSCAPE PLAN TO IMPROVE THE DOWNTOWN PEDESTRIAN CIRCULATION SYSTEM, ESPECIALLY WITHIN THE CORE, TO PROVIDE FOR EFFICIENT, COMFORTABLE, AND SAFE MOVEMENT.

POLICY 1

Provide sufficient pedestrian movement space.

As outlined in the Downtown Streetscape Plan, where pedestrian volumes compared to other transportation modes so warrant, additional pedestrian capacity should be taken from traffic or parking lanes. At other locations, where appropriate, arcades or building setbacks adjacent to an existing sidewalk should be developed. In areas of highest pedestrian volumes, more parallel, through-block pedestrianways should be provided if they can serve as convenient links among destinations without encouraging jaywalking.

POLICY 2

Through the development of streetscape standards and guidelines, minimize obstructions to through pedestrian movement on sidewalks in the downtown core.

Many conveniences and amenities on downtown sidewalks would be easier to enjoy if properly located to avoid conflict with pedestrian movement. Criteria for location of newspaper vending machines, flower stands, and other facilities and amenities such as trees, should consider the need for adequate space for through movement.

POLICY 3

Ensure convenient and safe pedestrian crossings.

As identified in the Downtown Streetscape Plan, where streets are designed for high volumes or relatively fast movement of vehicles, adequate provision should be made for safe and convenient pedestrian crossings. This is especially important where large numbers of pedestrians cross the street. These streets should have adequately-timed lights at intersections to allow safe crossings.

Where large pedestrian volumes so warrant, similar provisions would be installed at midblock crosswalks. In locations where large numbers of vehicles and pedestrians coincide, grade separations might be necessary.

Where large numbers of pedestrians cross the roadway outside the intersection or midblock crosswalk, the location of the crosswalk should be realigned to coincide with the desire line, or steps taken to prevent the pattern of jaywalking.

POLICY 4

Create a pedestrian network in the downtown core area that includes streets devoted to or primarily oriented to pedestrian use.

Based on major pedestrian destinations and use generators, a pedestrian network should be developed to minimize conflicts between pedestrians and vehicular traffic. Such a network should include closure of streets to private automobiles and/or trucks, at least during those hours when pedestrian volumes and demand are at critical levels. Such a network should also include plazas, arcades, and open spaces required in major new developments. Land uses adjacent to major links in the pedestrian network should be of interest and utility to pedestrians.

POLICY 5

Improve the ambience of the pedestrian environment.

Attractive pavement, trees, containers with seasonal flowers, street lights, colorful banners and awnings should be added to the streets, as well as benches and small sitting areas where people can rest and watch the street life.

POLICY 6

Future decisions about street space, both in this plan and beyond, should give equal, if not greater, consideration to pedestrian needs.

The competing transportation needs present a difficult challenge for the planning of the downtown street system. Pedestrians, transit, and vehicular traffic compete for a limited amount of space downtown. Streets like Montgomery, Bush, Stockton, and Sutter are all significant vehicular traffic streets that have high volumes of pedestrians too. Often improvements to help one mode detract from the other. Scramble crosswalks in which all traffic directions are stopped and "right turn on red" bans make intersections safer for pedestrians, but can cause significant traffic congestion and transit delays. Similarly, sidewalk widenings that create more pedestrian space, can inhibit traffic movements such as curb tow-away lanes. Indeed, the Downtown Streetscape Plan does suggest a number of improvements that would hinder vehicular movement while improving the pedestrian environment. There is a recognition, though, that some of the pedestrian improvements suggested in the Plan are dramatic solutions within the continuum of street design ideas. They are offered as ideal case solutions for pedestrian needs, and some may prove impossible due to vehicular traffic demands. Prior to implementation of any project, extensive study will fully weigh the benefit to pedestrians with the impacts on transit operations, traffic movement, and parking/freight loading.

((Map 7: Proposed Pedestrian Network: Downtown District))

Map 7: Downtown Pedestrian Network

((Figure 5: Pedestrian Improvement Standards and Guidelines))

Figure 5: Pedestrian Improvement Standards and Guidelines

PEDESTRIAN NETWORK CLASSIFICATION OF ELEMENTS

Certain streets, alleys, and other rights-of-way in the downtown core area exist where varying degrees of priority should be given to pedestrian use. They have been included in the network on the basis of the following considerations: high pedestrian volumes; existing small scale street spaces; existing pedestrian-oriented features and amenities (e.g. sitting areas, planters); and public acceptance as pedestrian space.

((There are four types of pedestrian streets. Their characteristics are as follows:

Exclusive Pedestrian Walkways

(With/Without Cable Cars)

- vehicles prohibited, (emergency vehicles excepted)
- permanent change of use of public rights-of-way
- paved-over roadway
- landscape treatment
- street furniture
- food concessions, street vendors permitted

Part-Time Exclusive Pedestrian Streets

- vehicles prohibited at certain hours to free street space for exclusive pedestrian use
- adjacent land uses permitted to expand into the public rights-of-way (e.g. restaurants)
- sidewalk paving and planting where appropriate

Pedestrian/Service Streets

- narrow rights-of-way mainly used as service access, not usually serving through-traffic
- pedestrian treatment in pedestrian areas only, or in those portions of the vehicle right-of-way which are not needed for service

Pedestrian-Oriented Vehicular Streets

Vehicular streets on which design measures to improve mobility and render existing pedestrian space more pleasant and efficient include:

- removal of pedestrian obstructions
- relocation of newspaper vending boxes
- consolidation of signs, stanchions, etc.
- sidewalk widening/intersection bulbing
- transportation management measures to reduce automobile traffic
- special treatment of pedestrian crossing (e.g. brick crosswalks)
- turning restrictions at intersections
- relocation of transit stops
- introduction of clear zones at street corners))

There are five types of pedestrian streets. Their characteristics are as follows:

Base Case Streets:

The minimum standard for all downtown sidewalks. The focus is to create safe and attractive pedestrian environments that reinforce district identity. Improvements to improve mobility and render existing pedestrian space more pleasant and efficient include:

- removal of pedestrian obstructions
- relocation of newspaper vending boxes
- consolidation of signs, stanchions, etc.
- sidewalk widening/intersection bulbing
- transportation management measures to reduce automobile traffic
- special treatment of pedestrian crossing (e.g. brick crosswalks)
- turning restrictions at intersections
- relocation of transit stops
- introduction of clear zones at street corners

Base Case street furniture elements include:

- street trees
- historic street lights
- fixed newsracks
- trashcans
- standard sidewalk paving
- informational signage

Second Level Streets:

These streets are important functional and, in some cases, symbolic pedestrian streets. The Second Level Streets, Beale, Bush, fourth, Front, Geary, Kearny, New Montgomery, Post, Powell, Second, Stuart, Stockton, and Third are designated as significant pedestrian paths between important destinations. In addition to the Base Case street features, the generally wider sidewalks on Second Level

Streets (14'-15') on Second Level Streets facilitate more pedestrian amenities that might include:

- street trees with uplighting
- sidewalk paving variation
- benches
- bicycle racks
- sidewalk cafes
- kiosks
- sidewalk vendors

Special Level Streets: ... These streets are focal-point, destination streets for the sub-districts thereby setting the tone and definition for the downtown pedestrian network. They are considered destination streets and would have corresponding wide sidewalks and street furniture. Typical designs would include Base Case and Second Level improvements with additional elements such as unique paving treatments, flowerstands and other street furniture, and sidewalk widenings. The five Special Level Streets, California, Grant, Maiden Lane, Mission, and Montgomery, are noteworthy for their citywide symbolic recognition, streetscape environment, and pedestrian function, and each merits a unique design treatment. As a rule, they should be centers of pedestrian amenities and activities with design treatments that do not appear elsewhere:

- unique streetscape
- sidewalk toilets
- decorative sidewalk paving
- upper-level awnings
- banners
- flowerstands

Walkthrough Alleys: An alley that provides a linkage between pedestrian destinations. These destinations are usually visually connected to the alley. Building frontages tend to have smaller, historic scale with some architectural detailing. There are some service facilities as well as pedestrian-serving retail uses. Design standards for the Walkthrough Alleys, Annie, Commercial, Ecker, Jessie, Leidesdorff, Minna, Natoma, Shaw, Stevenson, and Trinity, represent the minimum level of improvements for all pedestrian alleys and include:

- removal of pedestrian obstructions
- consolidation of signs, stanchions, etc.
- newsrack restrictions
- pedestrian-oriented lighting
- traffic restrictions
- dumpster removal
- regular steam cleaning
- corner clear zones

Streetscape elements would include:

- network banners
- bollards
- street trees (space permitting)
- informational signage
- decorative signs on buildings
- selected sidewalk widening

Destination Alleys:

An alley that serves as an open space activity area generally located in close proximity to an area with considerable critical mass of pedestrian activity; most Destination Alleys are also Walkthrough Alleys. Building frontages tend to be small, pedestrian scale with unique historic and architectural detailing and significant glazing at street level creating a "front door" atmosphere. There are a variety of pedestrian-serving commercial uses, many of which are food services. The short length of the Destination Alley lends a sense of enclosure and distinctive "sense of place." In addition to the base case elements of the Walkthrough Alleys, design elements for the Destination Alleys, Belden, Claude, Commercial, Campton, Hunt, and St. George, would include:

- vehicle restrictions with either part-time or exclusive pedestrian use
- adjacent land uses permitted to expand into the public rights-of-way
- single surface decorative paving
- distinctive entry gate
- banners
- outdoor cafes
- vendors
- trees and planters (space permitting)

FUNDAMENTAL PRINCIPLES FOR THE DOWNTOWN PEDESTRIAN NETWORK

There are a number of general design policies that will improve pedestrian conditions throughout the downtown area. These policies include general principles as well as specific suggestions.

Pedestrian Space Policies:

•Maintain a strong presumption against reducing pedestrian space or eliminating crosswalks to accommodate automobile traffic at the expense of pedestrians.

•Curb tow-away lane approvals should consider pedestrian usage and level of service on fronting sidewalks. Curb tow-away lanes can be dangerous for pedestrians and are strongly discouraged on any streets on which the peak hour pedestrian level of service is D or below.

•Street furniture should be installed in the curb street furniture zone unless otherwise noted. The size of this zone varies as illustrated in the Sidewalk Zones diagram and is dependent on the width of the sidewalk.

•Regardless of sidewalk width or streetscape elements, a minimum of six feet (6') must be left clear at all times for pedestrian through movement. Six feet is necessary to ensure a consistent clear passage and should be exceeded wherever possible. In an area with significant pedestrian volumes, and represents the MINIMUM width; for many sidewalks downtown, more than six feet may be necessary.

•Additional encroachments on a sidewalk are not permitted if, combined with existing encroachments, the remaining sidewalk space is less than six feet (6').

•Regardless of sidewalk width, no sidewalk element is permitted if the placement of that element would cause the non-holiday peak pedestrian level of service to fall to level D, E, or F.

Corner and Crosswalk Policies:

•Ensure convenient and safe pedestrian crossings. Widen sidewalks at corners where possible to provide more pedestrian queuing space and shorter crosswalk distances. Widen the crosswalk space at intersections with Pedestrian LOS D or below.

•Crosswalk signals should be timed to provide a walk cycle which allow pedestrians a minimum of one second of crossing time for every three and one-half feet (3.5') of the width of the street. Walk signals should be changed to clearly indicate when it is safe to start crossing, and timed accordingly. Push buttons that slow moving pedestrians could push if they need additional crossing time should be installed at dangerous or wide intersections, or in areas in which there is a high concentration of mobility-impaired pedestrians.

•A ban on right turns during the red phase is strongly recommended for intersections with pedestrian-vehicle conflicts. Pending study, other options might include peak-hour bans or

bans at specific locations.

•Pending study of potential traffic and transit conflicts, a ban on right turns during the red phase and/or Barnes Dance signal timings are recommended on Fourth and Third at Mission, Howard, and Folsom, at the Union Square corners, on Kearny at Sutter and Bush, and on Sansome at Bush. Barnes Dance crosswalk signal timing in which all four traffic directions are simultaneously stopped allowing all pedestrians to cross both diagonally and within the crosswalks should be continued on Montgomery Street.

•The corner clear zone is the minimum amount of pedestrian queuing space at the corner and is required at every corner in the downtown area. The clear zone extends a minimum of five feet (5') from the inside edge of the crosswalk and defines an area from the curb to the property line. Only items essential to vehicular and pedestrian safety and flow may remain within the clear zone. No other element may be placed within the clear zone including temporary elements.

Existing elements in the clear zone including traffic control devices, fire pull boxes, fire hydrants, and other permanent fixtures not required in the clear zone should be removed to locations outside of the clear zone when repair or replacement of those items is required and as funds become available. Other items such as newsracks and newsstands should be moved immediately.

Pedestrian Safety Policies:

•Increase enforcement of driving and pedestrian laws, especially at dangerous intersections. Particular attention should be focused on red light violations and illegal turning movements. Traffic Control Officers or crossing guards should be provided for heavily trafficked and dangerous intersections: TCO's should have the authority to ticket motorists for moving violations.

•Install pedestrian safety signage at dangerous intersections. Signage should be directed at both pedestrians and drivers and be accessible to all pedestrians. Such signage might also include braille signs on the crossing signal post. An example of successful safety signage directed towards both pedestrians and drivers was recently installed at the Fourth and Howard intersection and should be considered at similar intersections.

•Increase pedestrian awareness and education.

•Encourage efforts to protect pedestrians from crime. Ensure an adequate distribution of emergency telephones and police call boxes. Promote the installation of pedestrian-scale lighting on existing streetlights and on buildings.

•Recessed or dark and dangerous pedestrian building areas should be well lit, including ATM's and arcades. All permits for new or remodeled outside spaces downtown should require a lighting plan to promote pedestrian safety.

•Target dangerous intersections for pedestrian safety improvements

Fifth/Market: Safety signage for pedestrians and vehicles. Right turn yield for pedestrians signage. Increase enforcement of right turn ban.

Fifth/Mission: Install yield (for pedestrians) sign for right-turning traffic at the Fifth/Mission pedestrian island.

Fourth/Market: Widen west sidewalk on Fourth Street

Market/Kearny/Geary: Safety signage for pedestrians and vehicles.

Stockton/Sutter: Remove curbside exclusive right turn lane, extend sidewalk at corner, and enlarge pedestrian island.

Kearny/Sutter: Right turn on red ban; right turn yield to pedestrians signage.

Union Square Corners: rebuild and enlarge pedestrian islands; yield sign for right-turning traffic.

Cyril Magnin/Ellis: Right turn on red ban; restricted bus movements.

•Target dangerous streets for pedestrian safety improvements.

Fourth (Market/Mission): Widen sidewalk.

Third (Market/Mission): Install pedestrian safety signage.

Montgomery (Post/Sutter): Widen sidewalks.

Mission (Fourth/Fifth): Install button-activated signal for mid-block crossing.

Fremont (Market/Mission): Pedestrian safety signage.

Sidewalk Obstacles:

•Street signs on downtown sidewalks should be consolidated. Streetsigns on Golden Triangle streetlights are strongly discouraged and should be relocated. Double post parking signs are hazardous obstructions and should be replaced with signs on parking meter posts or with single post signs. Streetcleaning and no parking signs should be installed at 200' intervals or one per block; excess signs should be removed.

•Single-head parking meters should be replaced with double-head meters. Parking meter alternatives should be explored including parking stations on each block that would dispense short-term parking validations to be placed on car dashboards thereby eliminating the need for individual parking meters.

•Sidewalk elevators should only be open when in use. Advertising signage, whether temporary or permanent, attached to an open sidewalk elevator is prohibited.

•No new sidewalk elevators, sub-sidewalk basements, or sub-sidewalk transformer vaults are permitted in the downtown area.

Street Feature Policies:

•Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all public and private streetscape projects.

•Conserve and promote in-ground street trees for all downtown sidewalks.

•Preserve and promote pedestrian-oriented building frontages on all downtown streets including all Walkthrough and Destination Alleys.

•Encourage the installation of building up-lighting for all architecturally significant buildings.

Informational Signage:

In order to improve pedestrian orientation and movement, a signage system is recommended for the downtown area. The signage system should incorporate international symbols and languages and be accessible to all pedestrians. The signage program would have six components:

•A series of directional signs placed at intersections and transit stops will indicate the locations of key destinations such as museums, open spaces, and districts. The directional signs might be coded with graphic symbols for major destinations and indicate proximity and direction.

•Informational and historical plaques at key destinations would provide historical and other noteworthy information while also facilitating self-guided tours of significant sites in the downtown.

•Directional markers placed in the sidewalk surface could be the basis for self-guided walking tours, as well as indicators of primary routes such as from the hotel district to Yerba Buena Center.

•Maps, either free-standing or in the ground, placed at key locations (especially transit stops) in the downtown area would help to orient visitors and highlight transit, open space, and other destinations.

•Decorative brass street labels installed in the sidewalk at every corner downtown will clearly indicate street names to pedestrians.

•Coordinated banners at alley destinations would highlight the alleys and visually connect them to the Downtown Pedestrian Network.

Walking Tours:

•In conjunction with the signage system, the development of self-guided walking tours is strongly encouraged. These walking tours might be oriented to historical points of interest, architecture, shopping, or tourist destinations.

Public Art:

•Art in the public right-of-way is strongly encouraged throughout the downtown area. Art installations might range from sculptures, sidewalk inlays, and kiosk displays to performance art, dance pieces, and temporary installations.

•Empty storefronts should be utilized for temporary art installations to enliven the streetscape.

Building Setback Policies:

•Arcades: Due to San Francisco's mild climate and wind conditions, arcades are not always appropriate. Their primary use downtown should be to provide more sidewalk space, not as a protection against weather. Arcades might be appropriate on streets with pedestrian congestion problems such as Montgomery, Kearny, and Third. In order to facilitate pedestrian movement, arcades are required for developments on any portion of Stevenson, Jessie, Minna, Natoma, Tehama, and Clementina east of Third Street. Existing arcades should be respected; arcades should preferably be the entire block in length.

•Window Setbacks: Space to step out of the flow of pedestrian traffic to view window contents is encouraged downtown, especially on streets with significant pedestrian volumes.

•Corner Setbacks: Permit added pedestrian space at block corners for pedestrian queuing, often in lieu of added sidewalk space. These setbacks are encouraged.

•ATM Machines: Queuing for ATM machines can cause severe congestion the sidewalk. ATM machines should not be located adjacent to transit stops unless queuing space is provided outside of the public right-of-way. Elsewhere, ATM machines should be in building setbacks, where possible, or on Base Case Streets without significant pedestrian volumes. All locations require appropriately designed and placed trash receptacles.

Sunlight Access Policies:

In addition to the sunlight protections for downtown sidewalks outlined in the Planning Code, Powell, Stockton, Grant, Kearny, Ellis (north side), O'Farrell (north side), Geary (north side), Post (north side), Sutter (north side), Bush (north side Kearny/Montgomery), Front (Sacramento/Clay), New Montgomery (east side), Second (east side), and Market (north side), additional sunlight access protection is recommended for Maiden Lane, Campton, Belden, Claude, St. George, Commercial, Minna, Front (California/Sacramento), Sansome (Market/Bush), Steuart (Mission/Howard), Third, and Fourth.

Vehicular Curb Cuts:

•Parking Garage Entrances/Driveways: Vehicles crossing the sidewalk conflict with pedestrians. New driveways should not be permitted on Special or Second Level streets, or on any Base Case street with significant pedestrian volumes.

Typical Sidewalk Conditions:

•Corner: The typical downtown corner should have five primary components including a

trashcan, traffic/pedestrian signal device, fire hydrant, newsracks (preferably fixed), and a clear zone indicator. The clear zone indicator is a band in the concrete scoring at the corner indicating the clear zone boundaries.

•Transit Center/Bus Stop: Well-designed bus stops in the downtown can serve multiple functions providing services for transit users as well as for other pedestrians. Standard components should include a functional shelter with sitting space, an information kiosk (either free-standing or included in the shelter), trees (6' o.c. from the curb), and, space permitting, additional seating areas. If possible, bus stops should be accommodated with sidewalk widenings allowing the creation of open space "snippets" at bus waiting areas. Otherwise, the following diagrams illustrate typical stops on a standard 15' wide sidewalk downtown.

Maintenance:

•All streetscape improvement programs in the public and private sectors must include a capital improvement maintenance budget, and a plan for on-going upkeep. Maintenance is one of the most important factors in determining the quality of the downtown streetscape. Regular trash removal, sidewalk sweeping and steamcleaning, tree pruning, and graffiti removal are essential.

•Property owners are responsible for the maintenance of the sidewalk area fronting their property including, but not limited to, the condition of the sidewalk surface, pruning and upkeep of privately installed trees, graffiti removal, and cleanliness of street furniture.

•Permittee must maintain in good condition, clean and free of graffiti, all privately installed streetscape elements as per the requirements of Section 174 of the Public Works Code.

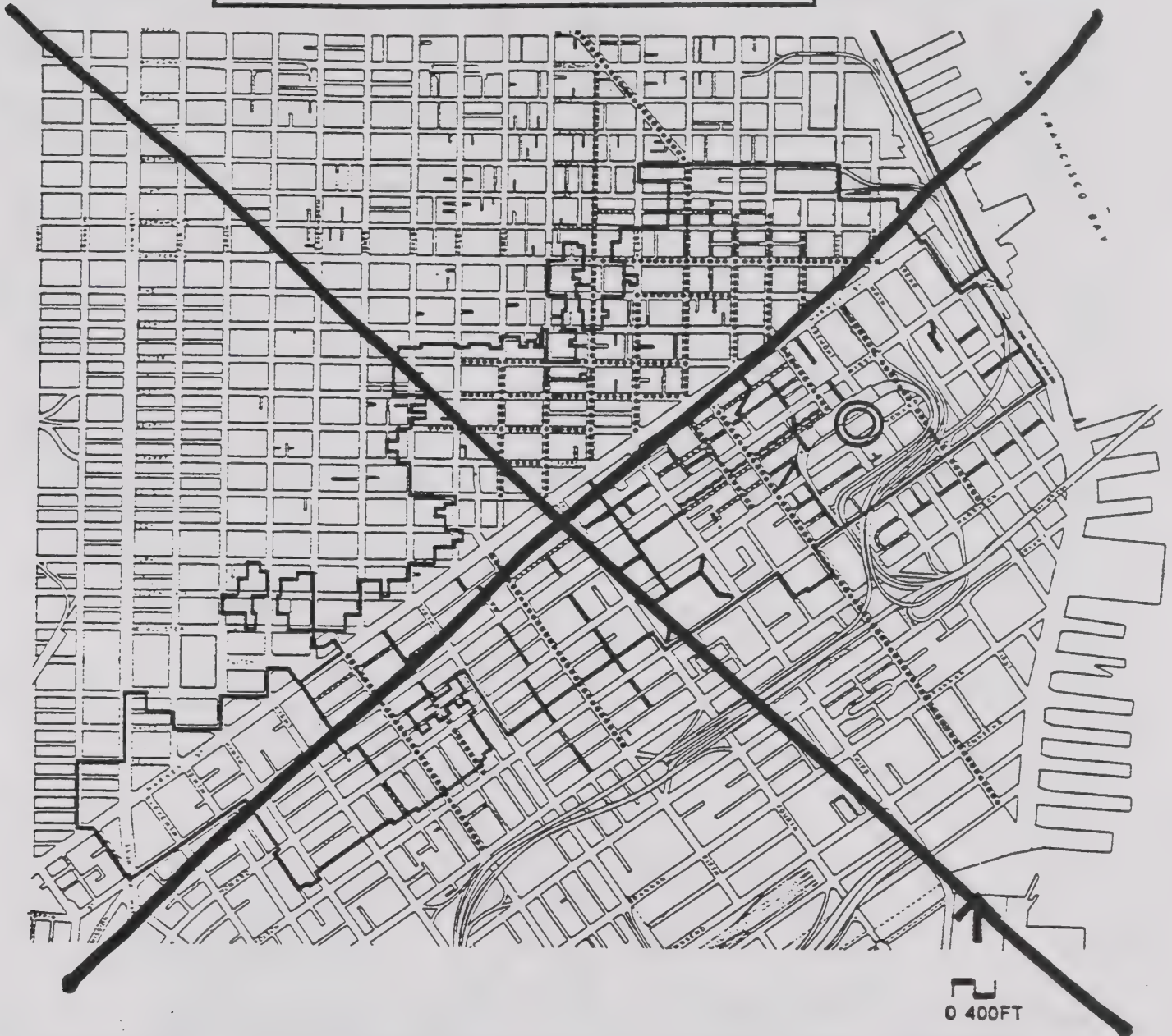
•Regular maintenance of public streetscape elements should be a priority for all responsible city agencies. Regular cleaning and graffiti removal is recommended and all elements in disrepair should be quickly replaced.

•All street trees should be pruned and maintained by trained professionals. The Department of Public Works, Department of Street Cleaning and Urban Forestry, is only responsible for street trees approved for maintenance. All street trees should include some mechanism to facilitate regular irrigation.

•A maintenance team that could perform maintenance duties throughout the course of the day would ensure a high quality downtown streetscape while also providing entry-level employment opportunities. Private funding of these teams is strongly encouraged.

•As important, a public safety and information service would provide a greater level of comfort and security for visitors and residents. Similar to programs in Philadelphia, Portland, and New York, public service "ambassadors" would answer questions and serve as adjuncts to regular police patrols in the downtown area.

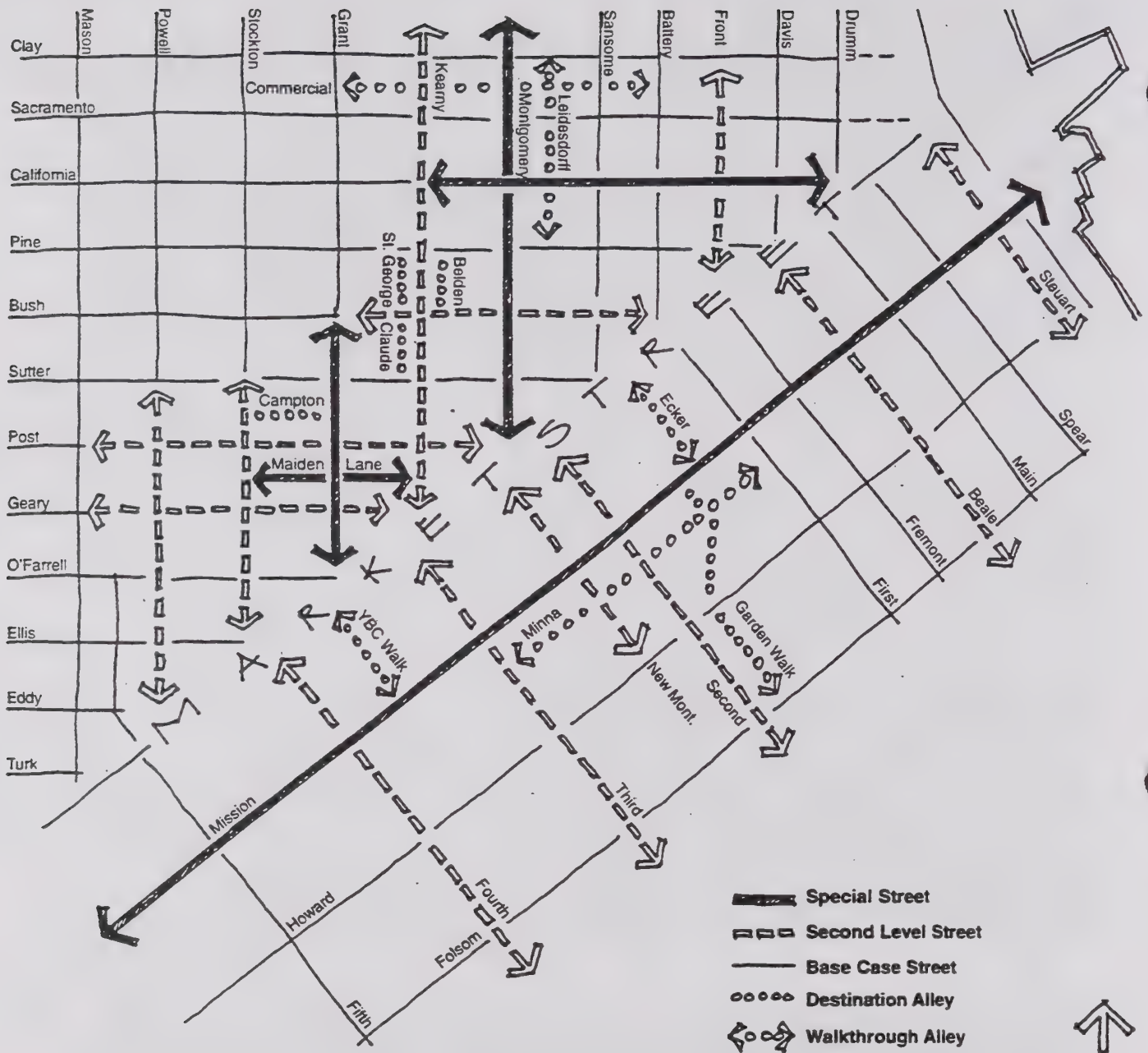
Figure 6: Proposed Downtown Pedestrian Network Improvements



PROPOSED PEDESTRIAN NETWORK: DOWNTOWN DISTRICT

Map 7

- Pedestrian/ Service Street
- Part Time Pedestrian Street
- Exclusive Pedestrian Walkway
- Pedestrian Oriented/ Vehicular Street
- Open Space
(Existing, Planned, and Proposed)
- Arcade
- Provide Open Space In The General Vicinity



Map 7: PROPOSED PEDESTRIAN NETWORK DOWNTOWN DISTRICT

PROPOSED TO BE ADDED

POLICY 5

Improve the ambience of the pedestrian environment.

Attractive pavement, trees, containers with seasonal flowers, street lights, colorful banners and awnings should be added to the streets, as well as benches and small sitting areas where people can rest and watch the street life.

PROPOSED TO BE DELETED

PEDESTRIAN NETWORK CLASSIFICATION OF ELEMENTS

Certain streets, alleys, and other rights-of-way in the downtown core area exist where varying degrees of priority should be given to pedestrian use. They have been included in the network on the basis of the following considerations: high pedestrian volumes; existing small scale street spaces; existing pedestrian-oriented features and amenities (e.g. sitting areas, planters); and public acceptance as pedestrian space.

There are four types of pedestrian streets. Their characteristics are as follows:

Exclusive Pedestrian Walkways (With/Without Cable Cars)

- vehicles prohibited, (emergency vehicles excepted)
- permanent change of use of public rights-of-way
- paved-over roadway
- landscape treatment
- street furniture
- food concessions, street vendors permitted

Part-Time Exclusive Pedestrian Streets

- vehicles prohibited at certain hours to free street space for exclusive pedestrian use
- adjacent land uses permitted to expand into the public rights-of-way (e.g. restaurants)
- sidewalk paving and planting where appropriate

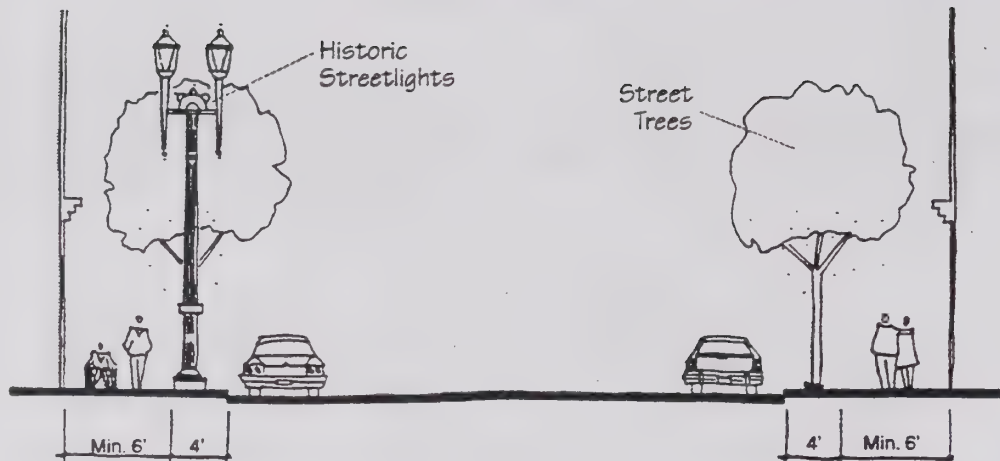
Pedestrian/Service Streets

- narrow rights-of-way mainly used as service access, not usually serving through-traffic
- pedestrian treatment in pedestrian areas only, or in those portions of the vehicle right-of-way which are not needed for service

Pedestrian-Oriented Vehicular Streets

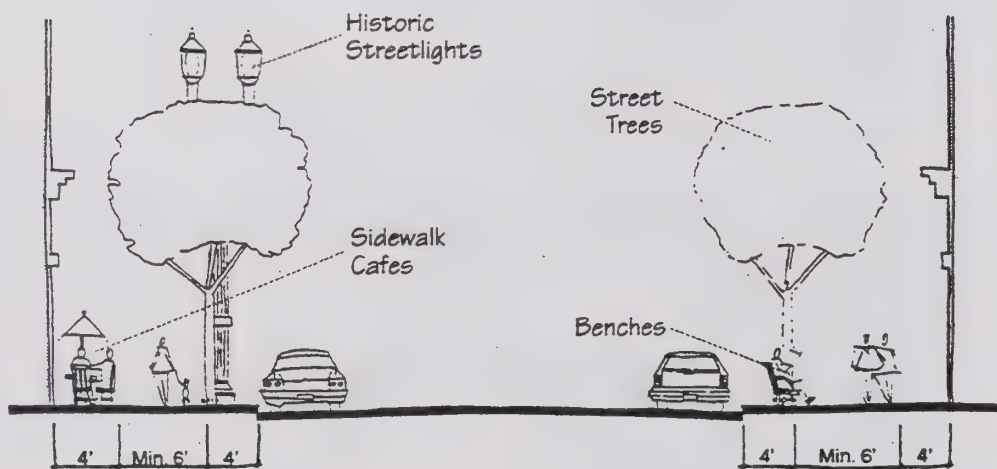
Vehicular streets on which design measures to improve mobility and render existing pedestrian space more pleasant and efficient include:

- removal of pedestrian obstructions
- relocation of newspaper vending boxes
- consolidation of signs, stanchions, etc.
- sidewalk widening/intersection bulbout
- transportation management measures to reduce automobile traffic
- special treatment of pedestrian crossing (e.g. brick crosswalks)
- turning restrictions at intersections
- relocation of transit stops
- introduction of clear zones at street corners
- tree planting
- street furniture



- Street Trees
- Historic Street Lights
- Fixed Newsracks
- Trashcans
- Standard Sidewalk
- Corner Clear Zone

Typical Base Case Street Diagram

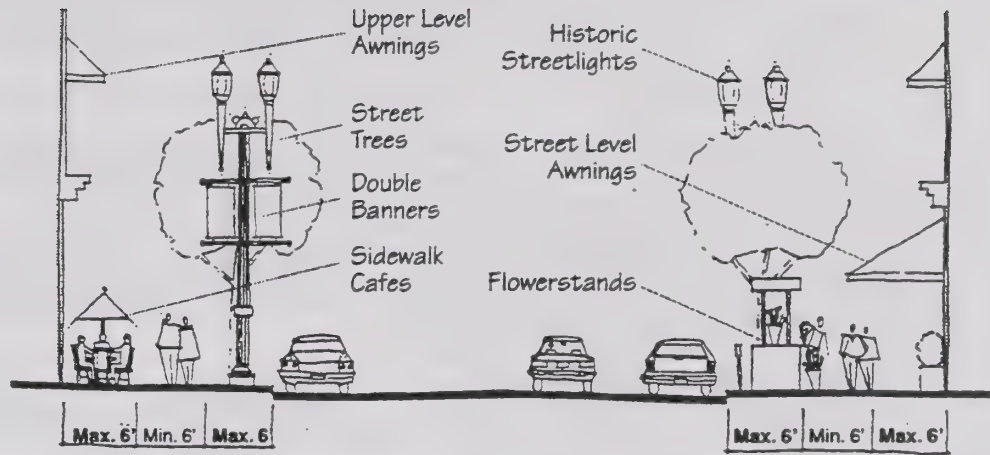


- | | |
|-----------------------------|--------------------|
| ■ Street Trees w/uplighting | ■ Paving Variation |
| ■ Historic Street Lights | ■ Benches |
| ■ Fixed Newsracks | ■ Bicycle Racks |
| ■ Trashcans | ■ Sidewalk Cafes |
| ■ Standard Sidewalk | ■ Kiosks |
| ■ Corner Clear Zone | ■ Sidewalk Vendors |

Typical Second Level Street Diagram

PEDESTRIAN NETWORK CLASSIFICATION OF ELEMENTS

PROPOSED TO BE ADDED



- | | | |
|-----------------------------|--------------------|----------------------|
| ■ Street Trees w/uplighting | ■ Benches | ■ Unique Streetscape |
| ■ Historic Street Lights | ■ Bicycle Racks | ■ Sidewalk Toilets |
| ■ Fixed Newsracks | ■ Sidewalk Cafes | ■ Special Paving |
| ■ Trashcans | ■ Kiosks | ■ Awnings |
| ■ Standard Sidewalk | ■ Sidewalk Vendors | ■ Banners |
| ■ Corner Clear Zone | | ■ Flowerstands |

Typical Special Level Street Diagram

Base Case

The standard Base Case Street has a 10' sidewalk as an absolute minimum, although 12'-14' is preferable. The streetscape is intended to be the minimum standard for all downtown sidewalks as befitting the importance of these streets as part of the downtown urban fabric.

Second Level

The standard Second Level Street design conveys the importance of these streets and encourages both through movement and stationary activities. In addition to the Base Case features, the generally wider sidewalks (14'-15') on Second Level Streets facilitate more pedestrian amenities including benches on Front, historical accents on Second, and corner bulbing on Kearny.

Special Level

The Special Streets are considered destination streets and would have corresponding wide sidewalks and street furniture. California, Grant, Maiden Lane, Mission, and Montgomery all have memorable, symbolic images that are important within the downtown and for the city as a whole. Typical designs would include Base Case and Second Level improvements with additional elements such as unique paving treatments, flowerstands and other street furniture, and sidewalk widenings (to 18' to match existing sidewalks on Grant and California). However, since each street is distinctive, their designs should be distinctive too. Montgomery Street is a particular challenge since street furniture opportunities are limited due to the existing pedestrian congestion. Nonetheless, the importance of Montgomery as a pedestrian street should be recognized with some unique treatments such as decorative paving, public art, and, eventually, sidewalk widening.

PEDESTRIAN NETWORK CLASSIFICATION OF ELEMENTS

PROPOSED TO BE ADDED

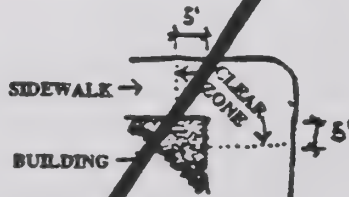
Figure 5

PEDESTRIAN IMPROVEMENT STANDARDS AND GUIDELINES

To continue to improve and enhance the pedestrian environment, as well as provide sufficient pedestrian movement and standing space, various standards should be used as guidelines in downtown planning and development. They should be incorporated into the review process of proposed downtown developments as well as into plans for street and sidewalk improvements. These standards serve to guarantee the consideration of pedestrian safety and convenience in decisions affecting downtown development. The following presents recommended standards:

1. CLEAR ZONES

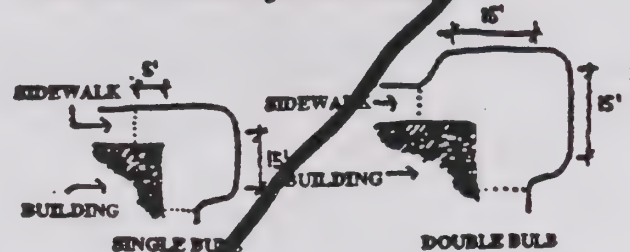
To ease problems of crowding and to create more circulation and holding space for pedestrians at corners, fire-pull boxes, pedestrian information signage, police call boxes, mail boxes, mail storage boxes, newspaper vending machines, and newspaper vendor booths, should be placed outside the immediate corner areas extending from the property lines, ("clear zones"), as shown on the diagram. At critical locations where standing in physical contact with others is unavoidable, queuing can only be sustained for a short period without discomfort, and circulation is severely restricted, the clear zone should be extended five feet back from the property lines and crosswalks should be widened accordingly. Only items essential to vehicular and pedestrian safety and flow should remain within the clear zones. Fire hydrants, street lights and other permanent fixtures not required in the clear zone should be removed to locations outside of the clear zone when repair or replacement of those items is required and as funds become available. Others should be relocated immediately.

**2. CORNER "BULBING"**

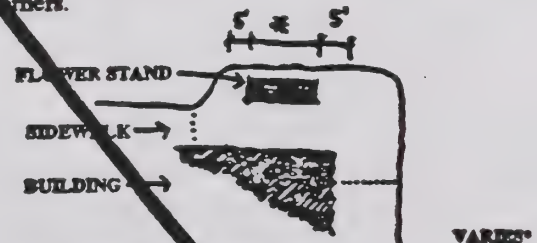
Where requirements for pedestrian reservoir space are acute and space can be obtained from existing parking or through traffic lanes, corner "bulbs" should be created. Corner bulbing serves to reduce pedestrian crossing distance, thus improving safety as well as providing needed pedestrian movement and reservoir space, concurrently allowing for some channelization of vehicular traffic. Typically corner bulbs extend down the face of a

block for a minimum of 15 feet between curb tangent lines. At bulbed corners, the clear zone shall include the entire bulb.

Clear zone standards must be upheld on bulbed corners in order not to reduce sight line visibility.

**3. FLOWER STANDS**

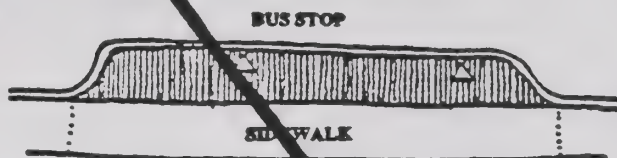
Flower stands are recognized as a unique asset to the urban fabric of San Francisco, and as such are welcomed additions to the streetscape. They add color and rich, varied detail to many corners in the Central Business District (CBD) and are part of the street life of the city that helps give urban streets a pleasant "human face". Unfortunately, placement of flower vending stalls often constricts or interrupts pedestrian flow. To avoid this problem, flower stalls should be relocated, when possible, to corner bulbs or to areas where sidewalks have been widened. Where flower stands have been relocated, the size of the corner bulb shall be adjusted to accommodate the stand. These stands are the only nonessential furniture allowed in the clear zones and they shall be located five feet back from the property lines at the corners.

**4. MUNI PATRON AREAS**

Where possible, sidewalk widths should be increased without sacrificing vehicular traffic movement. Particularly where MUNI stops occur, an effort should be made to provide extra, sheltered reservoir space for MUNI patron queuing, distinct from normal pedestrian flow. Limited bulbing should be used for this specific purpose. To further distinguish MUNI patron areas from pedestrian flow corridors, MUNI patron areas should be uniformly paved with brick or other special paving materials such as Bomanite, interlocking concrete pav-

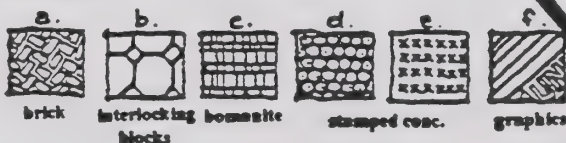
PROPOSED TO BE DELETED

ing blocks, colored concrete, stamped concrete, or graphically painted areas. Materials that are attractive yet relatively maintenance-free are suggested. Uniform paving and landscaping for all MUNI stops should be provided to make stops readily identifiable by both MUNI patrons and other pedestrians.



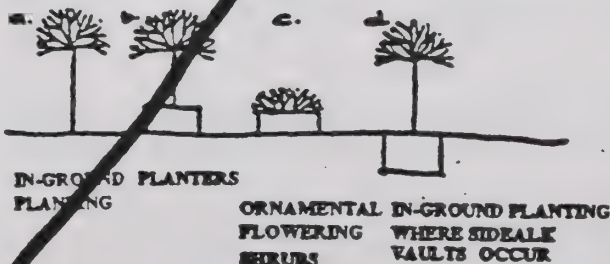
5. PAVING MATERIALS

Decorative pavement materials should be provided where appropriate to enhance the pedestrian environment and delineate the patterns of vehicular traffic from the patterns of pedestrians at intersections. However, in order to efficiently maintain the pavement as well as limit the cost of implementation and maintenance, the number of material types to be used should be kept to a minimum.



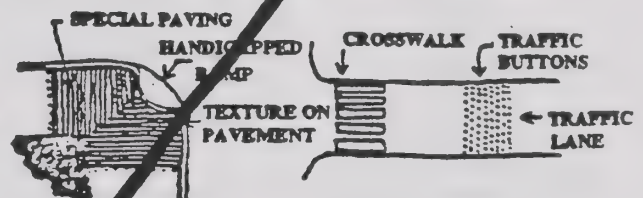
6. TREES AND OTHER PLANTINGS

Where sidewalk vaults and elevators do not exist, trees should be planted in the ground, thus increasing the effective sidewalk width while preserving the qualities of foliated urban streets. Where direct planting and planter reorganization have been impossible or ineffectual, trees should be selectively eliminated from the street. This could be undertaken as a temporary, "stop-gap" solution until redevelopment or funding can be made available for removal of sidewalk vaults or sidewalk widening to permit direct in-ground planting. On sidewalks where trees are removed, flowering ornamental shrubs in small, less obtrusive containers might be located in building recesses or other locations.



7. SPECIAL PAVING

The use of special paving or special markings in crosswalks identifies the crosswalk as a pedestrian-vehicle interface. Raised pavements at pedestrian crossings, and warning texture such as safety bumps in traffic lanes before crossings and bollards also contribute by alerting both pedestrians and motorists to use caution as they enter these interface areas. Special paving and/or colors at corner clear zones as well as raised textures at MUNI stops and corners are added cautionary devices for all pedestrians, and textures are of special importance to visually impaired pedestrians. Special pavement treatments should not become safety hazards to pedestrians, bicyclists, or motorcyclists when wet and slippery.



8. SIDEWALK ELEVATORS

Where sidewalk elevators exist there is unavoidable temporary pedestrian inconvenience. This is an unpleasant reality, but not of critical importance except in areas where elevators are habitually left open, whether in use or not. The drastic reduction in effective sidewalk width is both an impediment to pedestrian flow and an eyesore. It is hoped that increased citation of such offenders will remedy the problem. Future development should follow the Master Plan, which calls for no additional sidewalk elevators in the downtown area. In support of the Master Plan stipulation, this study found that there is less interference to pedestrian flow by carrier unloading and loading across the sidewalk than by carriers unloading using the sidewalk elevators.



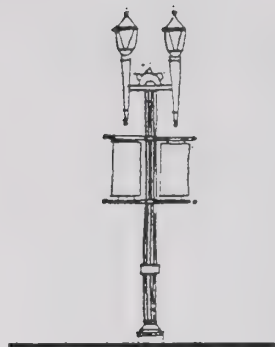
9. NEWSPAPER VENDING MACHINES

The proliferation of newspaper vending machines and vendors has become a major impediment to satisfactory pedestrian flow on the sidewalk, standing space along bus stops and at street corners, and access to adjacent properties. As a first step in reducing the adverse effect that these machines have on pedestrian movement, they

	Base Case	Second Level	Special Level
ATM Machines	In building setbacks or low ped. volume streets. Not permitted adjacent to bus stops.	Building setbacks are required. Not permitted adjacent to bus stops.	Building setbacks are required. Not permitted adjacent to bus stops.
Awnings	Permitted if attached to the building. Canopies attached to the sidewalk are prohibited.	Awnings and canopies are permitted. Signage is not permitted.	Awnings, canopies, and upper window awnings encouraged except on historic buildings without precedents.
Banners	Only short-term, event banners or banners attached to buildings.	Encouraged on Powell, Post, in the YBC area, and on Alleys. Elsewhere, event banners or banners attached to buildings.	All types are encouraged. On California, banners are limited to temporary installations or on buildings.
Benches	Not encouraged in the public right-of-way, but are encouraged in adjacent locations.	Strongly encouraged everywhere. Alternative seating areas such as window ledges and steps are also encouraged.	Strongly encouraged everywhere. Alternative seating areas are also encouraged.
Bicycle Racks	Only permitted if placement does not cause the Level of Service to fall to D or below.	Encouraged if placement does not cause the Level of Service to fall to D or below.	Encouraged if placement does not cause the Level of Service to fall to D or below.
Bollards	Only decorative bollards are permitted.	Only decorative bollards are permitted.	Only decorative bollards are permitted.
Vehicular Curb Cuts/Driveways	Strongly discouraged on streets with significant pedestrian volumes.	Strongly discouraged	Not permitted
Flowerstands	Not encouraged.	Encouraged outside of the public right-of-way.	Strongly encouraged in all locations except Montgomery Street.
Kiosks	Not encouraged.	Encouraged except in congested locations on Kearny, Stockton, Powell, and Fourth.	Strongly encouraged except on Montgomery.
Newsracks	Pedestal mounts are required in the Union Square area and strongly encouraged elsewhere.	Pedestal mounts are required in the Union Square area and on Kearny, and are strongly encouraged elsewhere.	Pedestal mounts are required.
Public Art in the Right-of-Way	Permitted depending on pedestrian congestion.	Encouraged depending on pedestrian congestion.	Strongly encouraged. On Montgomery, sidewalk placement opportunities are extremely limited.
Planters	Permitted in the curb zone in areas without significant pedestrian congestion.	Permitted in the curb zone, except in congested areas on Kearny, Stockton, and Powell, and in the building zone on Post.	Permitted in both the building and curb zones except on Montgomery.

Figure 5: PEDESTRIAN IMPROVEMENT STANDARDS AND GUIDELINES

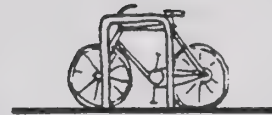
PROPOSED TO BE ADDED



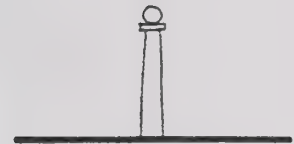
1. Banners



2. Benches



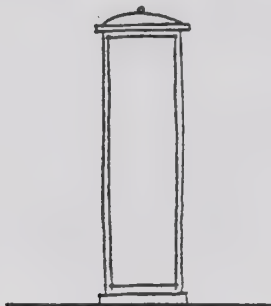
3. Bicycle Racks



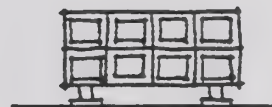
4. Bollards



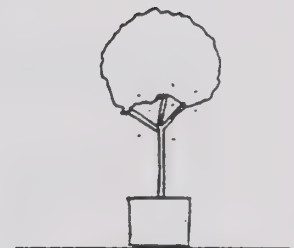
5. Flowerstands



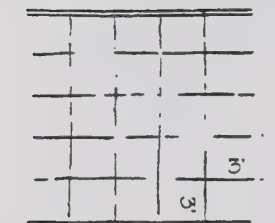
6. Kiosks



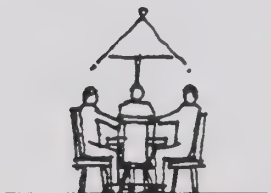
7. Newsracks



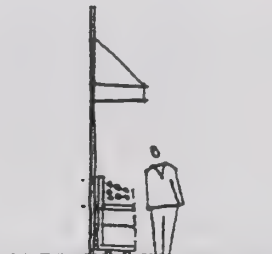
8. Planters



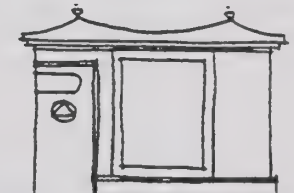
9. Sidewalk Paving



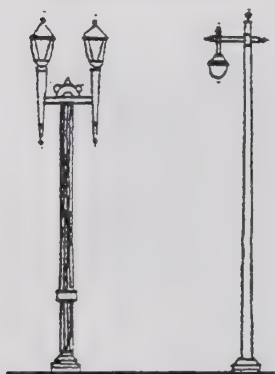
10. Sidewalk Cafes



11. Sidewalk Displays



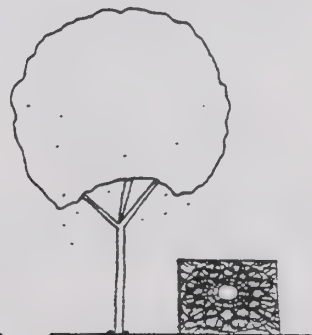
12. Sidewalk Toilets



13. Historic
Streetlights



14. Trashcans



15. Trees/Grates



16. Vendors

Figure 5: PEDESTRIAN IMPROVEMENT STANDARDS AND GUIDELINES

PROPOSED TO BE ADDED

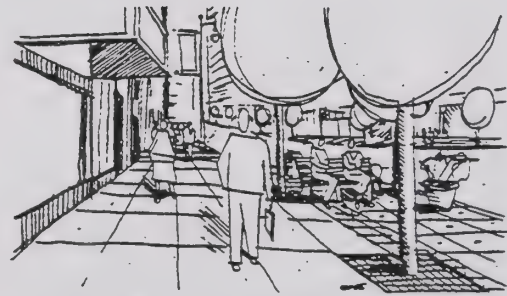
Specific Streetscape Plans

The following specific street designs are recommended in addition to the standard Base Case designs which represent the minimum level of improvements for all downtown streets:

- Beale:** Second Level Street improvements.
- Bush:** Second Level Street improvements; corner bulbing at Kearny; preservation of historic teardrop lighting.
- California:** Special Level Street improvements; sidewalk widening to 19' on all blocks; pedestrian signage and kiosks.
- Cyril Magnin:** Right turn on red ban at Ellis; restricted bus movements.
- Fifth:** Transit stop improvements; pedestrian safety signage.
- First:** Transit stop improvements.
- Fourth:** Second Level Street improvements; sidewalk widening from Market to Harrison; transit stop improvements; pedestrian signage; right turn on red ban; pedestrian safety signage; extended pedestrian crossing times.
- Fremont:** Transit stop improvements; pedestrian safety signage.
- Front:** Second Level Street improvements; corner bulbs at California and Sacramento; tree clusters at corners; lunchtime mall street closure.
- Geary:** Second Level Street improvements; sidewalk widening at Kearny, Stockton, and across from Union Square; pedestrian signage and sidewalk directional elements; mid-block entrance into Union Square; transit stop improvements; hanging planters and decorative flowers facing Union Square.
- Grant:** Special Level Street improvements; corner bulbs at Post, Geary, and Sutter; distinctive paving and banners; limited traffic access; pedestrian signage and sidewalk directional elements; sidewalk public toilets; mid-block crossing at Maiden Lane.
- Kearny:** Second Level Street improvements; sidewalk element restrictions; north-south corner bulbs ("snippets") at Sutter and Bush; pedestrian signage; right turn on red ban; pedestrian safety signage.
- Mason:** Tourist-oriented signage.



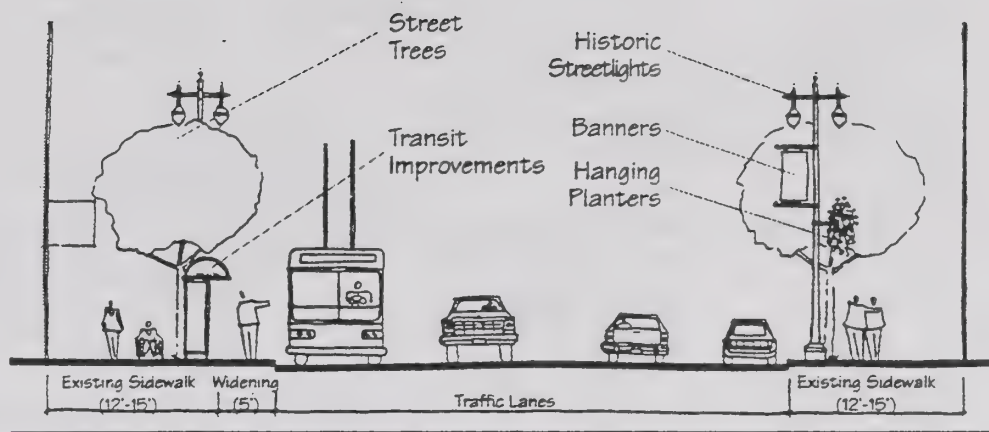
Grant Avenue Improvements



Kearny Street "Snippet"

Figure 6: PROPOSED DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS

PROPOSED TO BE ADDED



Mission Street Concept Diagram

Mission: Special Level Street improvements; sidewalk widening; corner bus bulbs; distinctive paving; transit stop improvements; pedestrian-oriented lighting; pedestrian signage.

Montgomery: Special Level Street improvements including distinctive paving; sidewalk element restrictions; in-ground trees; north-south corner bulbs at Sutter, Bush, Pine, and California; pedestal-mount newsracks; 1'-2' sidewalk widening from Market to California; pedestrian signage; public art program.

New Mont.: Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage.

O'Farrell: Bus bulbs and transit amenities; pedestrian signage and sidewalk directional elements.

Post: Second Level Street improvements; distinctive "Post Street Promenade" improvements; bus bulbs at transit stops; sidewalk widening facing Union Square; pedestrian signage and sidewalk directional elements; mid-block entrance into Union Square; hanging planters and decorative flowers facing Union Square.

Powell: Second Level Street improvements; sidewalk element restrictions; sidewalk widening from Ellis to Geary; in-ground tree clusters; international flags/banners; pedestrian signage and sidewalk directional elements; pedestrian-scale lighting; cable car turnaround area improvements.

Sansome: Lunchtime street closure between Sutter and Bush.

Second: Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage.

Steuart: Second Level Street improvements; sidewalk widening east sidewalk between Mission and Howard.

Stockton: Second Level Street improvements; sidewalk widening between Geary and O'Farrell; rebuild Sutter Street crossing island; pedestrian signage and sidewalk directional elements; pedestrian-scale lighting; designated street artist placements.

Sutter: Base Case Street improvements; bus bulbs and transit improvements.

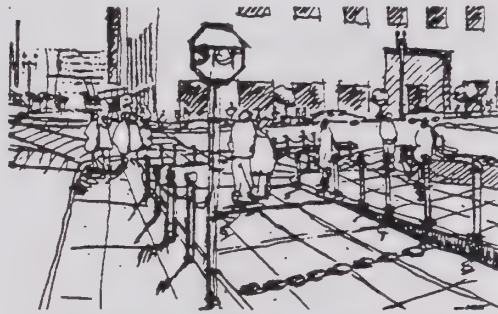
Figure 6: PROPOSED DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS

PROPOSED TO BE ADDED

Specific Alleyway Designs

Third: Second Level Street improvements; sidewalk widening between Mission and Howard; public art program including banners; pedestrian information and safety signage; right turn on red ban; signalized mid-block crossing between Mission and Howard; extended pedestrian crossing time.

Union Square: Rebuild crossing islands; add stop for pedestrians signage; pedestrian scramble crosswalk.



Union Square Corner Improvements

The following specific alleyway designs are recommended in addition to the standard Walkthrough Alley (Base Case) designs which represent the minimum level of improvements for all pedestrian alleys:

Belden: Destination Alley improvements; single-surface paving; traffic restrictions.

Campton: Destination Alley improvements; single-surface paving; traffic restrictions.

Claude: Destination Alley improvements; single-surface paving; traffic restrictions.

Commercial: Walkthrough Alley improvements; Destination Alley improvements between Montgomery and Sansome.

Ecker: Walkthrough Alley improvements; traffic restrictions; single-surface paving.

Leidesdorff: Walkthrough Alley improvements; Destination Alley improvements between Sacramento and Clay; traffic restrictions.

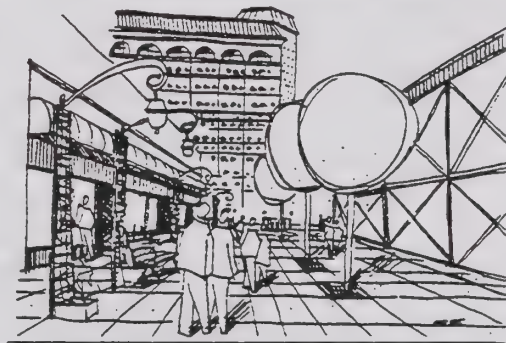
Maiden Lane: Destination Alley improvements; single-surface brick paving; information/historical kiosks; benches; signalized crosswalk at Grant Avenue.

St. George: Destination Alley improvements.

Garden Walks: Develop pedestrian-only mid-block garden walkways from Yerba Buena Center to Market Street, in the Terminal Separator right-of-way, and along Minna Street.



Improvements on Maiden Lane



YBC Garden Walk to Market Street

**Figure 6: PROPOSED DOWNTOWN PEDESTRIAN
NETWORK IMPROVEMENTS**

PROPOSED TO BE ADDED

Resolution of Adoption
File No. 89.120EMTZ
South Bayshore Plan
Master Plan Amendments

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13917

WHEREAS, The South Bayshore area, commonly known as Bayview Hunters Point, has historically been the location of many of the City's heaviest industries, some of its poorest residents, and one of the greatest concentrations of public housing; and

WHEREAS, The Charter requires that the City Planning Commission adopt and maintain a Master Plan, including necessary changes therein; and

WHEREAS, The Zoning and Master Plan policies relating to the South Bayshore area were last comprehensively reviewed and revised in February, 1970 with the adoption of the South Bayshore Area Plan by the City Planning Commission; and

WHEREAS, On February 24, 1987, the Planning Department, the Redevelopment Agency, and the Mayor's Office issued a joint memorandum to the community agreeing to conduct a comprehensive planning program and adopt implementation actions and a development program for revitalization of the community; and

WHEREAS, In November 1987, the Planning Department published the "Issues Report for the South Bayshore Study Area," which summarized the results of surveys, research, interviews and meetings, including: physical, social, and economic characteristics of the community, and the issues regarding Land Use, Transportation, Housing, Commerce, Industry, Urban Design, Recreation and Open Space, Community Facilities, and Public Health and Safety; and

WHEREAS, The Department published the "South Bayshore Plan -- Proposal for Citizen Review" in February 1989, and the "South Bayshore Plan -- Proposal for Adoption" in May 1991, and conducted many public meetings and additional research on planning issues in the community; and

WHEREAS, A "Preliminary Negative Declaration" was published on May 16, 1991, which was subsequently appealed, causing the City Planning Commission to withdraw its "Proposal for Adoption"; and

WHEREAS, The Department conducted additional community discussions and research, re-examined the policy proposals, and published the "South Bayshore Plan -- Proposal for Citizen Review" in January 1994; and

WHEREAS, The Department held numerous meetings and collected community comments on this and subsequent refinements to the proposed Master Plan and Planning Code Amendments; and

WHEREAS, Survey results find that Third Street, from Army Street to Meade Street, suffers from many land use problems, including: 1) containing twice as many liquor stores as neighborhood commercial strips of a similar size in San Francisco, which is a major source of blight by attracting loitering, public drinking, vehicular double parking and other social problems which give a negative image to Third Street and contribute to a decline in essential neighborhood retail outlets, such as locksmiths, clothing stores, laundries, etc.; 2) Because of the lack of essential neighborhood retail services on Third Street, Bayview residents tend to go outside the area to shop; 3) Third Street is a major thoroughfare and a large number of persons travel through on their way to and from Candlestick Park, India Basin Industrial Park, and Hunters Point Shipyard and the lack of convenient, attractive and safe retail services deters these persons from stopping in this district; and

WHEREAS, In order to restrict liquor sales, help reduce the number of liquor stores, and encourage a better retail environment on this portion of Third Street, the Third Street Special Use District is proposed to be established; and

WHEREAS, The core of the neighborhood commercial district between McKinnon and Thomas Avenues is characterized by more local and pedestrian-serving uses, while the northern end (from Jerrold Avenue to McKinnon Avenue) and the southern end (from Thomas Avenue to Yosemite Avenue) are characterized by more regional and automobile-oriented uses, and contain larger and sometimes vacant parcels; There is an opportunity at the edges of the core commercial area for more residential and mixed residential/commercial development to provide more of a market for neighborhood commercial services and provide more intensity of development to attract more patrons and employ more people; and

WHEREAS, In keeping with the character of the street, The proposed Third Street Special Use District and Master Plan policies encourage mixed commercial/residential development on Third Street and limit drive-up facilities for fast food restaurants to the ends of the commercial area;

WHEREAS, Land use inventories show acute conflicts and incompatibility between industry, housing, and open space on the borders between residential and industrial areas such as in the South Basin area of Bayview Hunters Point and along the edge of waterfront recreation areas such as Candlestick Point State Recreation area, and many of the existing uses in these industrial districts, e.g. auto wrecking yards, open air industries, solid waste transfer stations, do not provide a supportive environment and have adverse health, environmental, and visual impacts on nearby residential neighborhoods and parks, and many of the uses permitted in M-1 (Light Industrial) zoning districts would present conflicts with nearby residential or recreational uses; and

WHEREAS, A more attractive supportive environment for bayshore parks and the surrounding residential areas can be achieved 1) through rezoning certain industrial property adjacent to residential, 2) through the proposed Restricted Light Industrial Special Use District buffering intensive industrial uses, 3) by encouraging better design, and 4) by discouraging truck traffic on residential and neighborhood commercial streets; and

WHEREAS, These amendments are found to be consistent with the Priority Policies of the Master Plan found in Planning Code Section 101.1 as follows:

- 1) Preserving neighborhood retail and enhancing resident employment and ownership activities by restricting overconcentration of liquor retail activity, promoting commercial and mixed-use development, and encouraging a healthier mix of neighborhood-serving retail uses;
- 2) Conserving existing housing, neighborhood character and cultural and economic diversity by restricting intensive industry near housing and open space, reclassifying industrial property immediately adjacent to homes, and thereby making each such use more economically viable; and by lowering height limits to 32' in the Bayview Hill residential area and 40' in the Third Street commercial core area;
- 3) Preserving and enhancing affordable housing by encouraging the construction of affordable housing and the preservation of existing affordable housing, encouraging housing over commercial as an alternative to liquor retail outlets on Third Street, and encouraging the retention and addition of affordable second units where appropriate;
- 4) Enhance neighborhood traffic and parking conditions: by encouraging improvement of truck routes and discouraging through truck use of residential and neighborhood commercial areas, and by encouraging the upgrade of transit services in the community;
- 5) Maintaining a diverse economic base by preserving the Northern Industrial and India Basin areas for manufacturing, while encouraging retail and other services in the Third Street corridor;
- 6) Preparedness to protect against injury and loss of life in an earthquake is not affected by the proposed policies;
- 7) Preserving landmarks and historic buildings by encouraging maintenance and full use of the Bayview Opera House as a community center, and the conservation of the historic character of many of the homes in the community and selected buildings on Third Street;
- 8) Protecting and enhancing parks and open space by supporting expansion of the Candlestick Point State Recreation Area, the India Basin Shoreline Park, and the

connection of the San Francisco Bay Trail through the Hunters Point Shipyard, and by protecting them from impacts of uses allowed under the industrial zoning; and

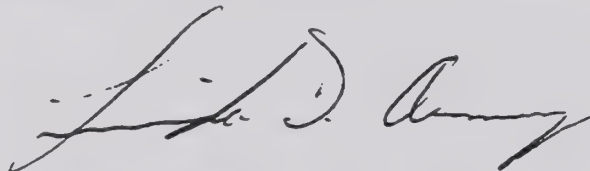
WHEREAS, The Planning Department published a Preliminary Negative Declaration on the Proposed South Bayshore Area Plan and Rezoning on May 19, 1995 and adopted and issued the Final Negative Declaration on June 14, 1995, finding that this project could not have a significant effect on the environment; and

WHEREAS, This Planning Commission has reviewed and considered the Negative Declaration together with comments received on the Negative Declaration.

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission hereby approves the Negative Declaration issued on June 14, 1995; and

NOW, THEREFORE BE IT FURTHER RESOLVED, That the City Planning Commission adopts the amendments to the South Bayshore Plan, an area plan, and to the Land Use Index of the Master Plan, pursuant to San Francisco Charter Section 3.525, which amends the Master Plan as shown attached hereto as "Exhibit C1" (as amended) and "Exhibit C2".

I hereby certify that the foregoing resolution was adopted by the City Planning Commission at its regular meeting on July 20, 1995.



Linda D. Avery
Administrative Secretary

AYES: Fung, Levine, Lowenberg, Prowler, Unobskey

NOES: None

ABSENT: Martin

EXCUSED: Boomer

ADOPTED: July 20, 1995

SOUTH BAYSHORE



SOUTH BAYSHORE

**AN AREA PLAN OF THE MASTER PLAN OF THE
CITY AND COUNTY OF SAN FRANCISCO**

Proposal for Adoption

Planning Department of the City and County of San Francisco
April 1995

**AMENDMENTS TO OTHER ELEMENTS OF THE MASTER PLAN
in Consistency with the Proposed South Bayshore Area Plan**

(EXHIBIT C2)

~~Strikeout~~ indicates proposed deletion of language, and underline indicates proposed addition of language. Quotation marks are used to indicate the beginning and ending of an excerpt from an Area Plan or Element of the Master Plan proposed for Amendment. Other proposed amendments are called out in text without quotations.

LAND USE INDEX:

HOUSING Section, page III.1.2:

South Bayshore Area Plan

Objective 5, Policies 5.1, 5.2, and 5.3

Objective 6, Policies 6.1, 6.2, 6.3, and 6.4

~~Objectives 3 and 4, Residence Policies and Plan Proposals 5-8~~

Executive Park

Objective 19, Policy 19.5 ~~13, Policy 5~~

COMMERCE AND INDUSTRY Section, page III.1.5:

South Bayshore Area Plan

Objective 7, Policies 7.1, 7.2, and 7.3

Objective 8, Policies 8.1 and 8.2

~~Objective 9, Policies 1, 3, 4, 8, 9 and 10~~

~~Objective 10, Policies 1, 2, 3 and 4~~

~~Objective 13, Policies 1-4~~

GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE AND DENSITY PLAN map,
page III.1.8

Add "Small Scale Neighborhood District" designation to Innes Avenue east of Hawes
Street

"SOUTH BAYSHORE PLAN" map, page III.1.11: to be replaced by "SOUTH BAYSHORE
GENERALIZED LAND USE PLAN" shown as Figure 3 of the *South Bayshore Plan*, page
II.9.8

RECREATION AND OPEN SPACE section, page III.1.14:

South Bayshore Area Plan

Objective 12, Policies 12.1, 12.2, and 12.3

Objective 13, Policies 13.1, 13.3, and 13.4

~~Objectives 6 and 7, Policies 1-14~~

Executive Park

Objective 19, Policy 19.6

Objective 13, Policy 6

PUBLIC FACILITIES section, page ^{III.1.16}~~III.1.14~~²

South Bayshore Area Plan

Objective 15, Policies 15.2 and 15.4

POPULATION DENSITY AND BUILDING INTENSITY STANDARDS section, page III.1.25:

South Bayshore Plan

Objective 2, Policy 2.4

Objective 7, Policies 7.1, 7.2, and 7.3

Objective 5, Policy 5.1

Objective 6, Policies 6.1, 6.2, and 6.3

Objective 10, Policy 10.1

~~Residence Policies and Plan Proposals 3, 5, 6 and 7~~

~~Executive Park~~

~~Objective 19, Policies 19.1, 19.2, 19.4, and 19.5~~

~~Objective 13, Policies 1, 3, and 4~~

~~Objective 9, Policies 1, 3, and 7~~

~~Objective 10, Policies 2, 3, and 4~~

Population Density and Building Intensity Maps from Other Parts of the Master Plan

URBAN DESIGN GUIDELINES FOR HEIGHT OF BUILDINGS map, page III.1.29:

Remove designation for "89-160 ft" on Third Street west of Hunters Point Hill

URBAN DESIGN GUIDELINES FOR BULK OF BUILDINGS map, page III.1.30:

Remove bulk regulation designation on Third Street west of Hunters Point Hill

(Add the following map:)

SAN FRANCISCO EXECUTIVE PARK: URBAN FORM PLAN (Figure 26 of *South Bayshore Plan*, page II.9.73)

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13941

WHEREAS, State law (California Statutes, 1986, Chapter 1504 as amended) requires that counties prepare Hazardous Waste Management Plans to indicate how the County will reduce and manage hazardous waste generated in the County to the year 2000 and to guide the establishment or expansion of hazardous waste facilities; and

WHEREAS, State law provides that Counties must integrate Hazardous Waste planning with local land use planning activities and that the County Hazardous Waste Management Plan must be consistent with the locality's Master Plan; and

WHEREAS, The Office of the Chief Administrative Officer prepared in consultation with citizens, a County Hazardous Waste Management Plan which was endorsed by San Francisco's Hazardous Waste Advisory Committee in December, 1990 and approved by the San Francisco Board of Supervisors in January, 1992 (Resolution 67-92); and

WHEREAS, a Final Environmental Impact Report #87.813E (EIR), was prepared by the Planning Department for the Draft San Francisco County Hazardous Waste Management Plan (CHWMP); and

WHEREAS, the San Francisco City Planning Commission certified the Final EIR on September 12, 1991 as accurate, adequate and objective, and in so certifying found that the Draft Plan would have significant environmental impacts; and

WHEREAS, the Board of Supervisors reviewed and considered the Final EIR and made findings related to its content in their resolution of January 24, 1992 approving the County Hazardous Waste Management Plan (Resolution No. 67-92); and

WHEREAS, after local approval, the County Hazardous Waste Management Plan must also be approved by the State of California and such State approval was made in March, 1995; and

WHEREAS, the State requires that within 180 days after the County Master Plan and zoning ordinances be consistent with the criteria in the County Hazardous Waste Plan for siting facilities; and

WHEREAS, the Master Plan does not contain policy guidance related to hazardous waste; and

WHEREAS, draft amendments to the Master Plan which provide policy guidance related to hazardous waste summarized from the County Hazardous Waste Management Plan have been prepared by the Planning staff; and

WHEREAS, the Local Assessment Committee appointed by the Planning Commission to advise on proposed expansion of the existing hazardous waste facility at their regular meeting on August 1, 1995 reviewed and endorsed the proposed amendments after inclusion of several modifications which have been incorporated; and

WHEREAS, the City Planning Commission before acting on the proposed text amendments and Master Plan amendments related to hazardous waste does find they are in conformity or could be brought into conformity with the eight priority policies of Section 101.1 (b) of the City Planning Code, in that:

Existing neighborhood serving retail uses and opportunities for resident employment and ownership are not affected because such uses are not generally located in heavy industrial districts where potential siting of hazardous waste facilities may occur; and

Existing housing and neighborhood character and future opportunities for resident employment may be affected by potential siting of hazardous waste facilities in areas adjacent; such effects may be moderated by buffering, other design measures and by future creation of a resident employment program which could be addressed through conditional use authorization within heavy industrial districts; and

Preservation and enhancement of the City's supply of affordable housing would not be directly affected by potential location of a hazardous waste facility in heavy industrial districts because few such units are located in heavy industrial districts; and

Commuter traffic impeding MUNI or the overburdening of streets or neighborhood parking supply would not be affected by location of a hazardous waste facility in a heavy industrial districts if circulation patterns are properly designed as would be provided through a conditional use authorization process in heavy industrial districts; and

The maintenance of a diverse economic base by protection of industrial and service sectors from displacement due to commercial office development is not related to potential siting of hazardous waste facilities; however opportunities for future employment in the industrial and service sectors may be enhanced by future creation of a resident employment program related to a hazardous waste facility subject to conditional use authorization in heavy industrial districts; and

Achievement of the greatest possible preparedness to protect against injury and loss of life in an earthquake would be furthered through continuing and expanded emergency response planning and training related to hazardous waste facilities which may be encouraged through a conditional use approval process; and

The preservation of landmarks and historic buildings is not likely to be an issue for a hazardous waste facility located within the heavy industrial zoning districts and conforming to State and Local considerations encompassed in the Master Plan and subject to conditional use authorization; and

The protection of parks and open space and their access to sunlight and vistas may be enhanced by buffering and design of future hazardous waste facilities located in a heavy industrial district and subject to conditional use authorization.

WHEREAS, the proposed amendments are consistent with the Master Plan and no other amendments to other elements or area plans are needed;

WHEREAS, a memorandum dated August 7, 1995 to the EIR case file #87.813E was prepared by Planning Department staff on the subject of the proposed Master Plan amendments and their coverage within the EIR; and

WHEREAS, copies of the previously certified EIR and the August 7, 1995 staff memorandum were received by the City Planning Commission on August 8, 1995; and

WHEREAS, the City Planning Commission has read and considered the information in the EIR and staff memorandum; now therefore be it

RESOLVED, that all potentially significant environmental effects that could result from the proposed Master Plan amendments have been fully and adequately analyzed in the Final EIR provided to the Commission, and that no additional information is required in order for this Commission to make an informed decision regarding the environmental impacts of the proposed Master Plan amendments and appropriate mitigation measures; and be it

FURTHER RESOLVED, that the City Planning Commission hereby adopts and incorporates by reference the environmental findings regarding the EIR alternatives, mitigation measures and statement of overriding considerations, as approved by the Board of Supervisors on January 24, 1992, in Resolution Number 67-92, adopting the CHWMP, with the following reaffirmations and modifications:

- a. The six alternatives found to be infeasible are still infeasible for the reasons previously stated by the Board;
- b. Mitigation measures numbers 1, 8 and 16, which were previously found to be infeasible, are still infeasible for the reasons previously stated by the Board;
- c. Mitigation measures numbers 2, 4, 7, 12, 17, 18 and the portions of mitigation measure number 19 applying to San Francisco users of potential hazardous waste facilities, which were determined not to be necessary by virtue of already being in place or already required through other means, are still already required via other means, or otherwise not necessary, as previously stated by the Board;
- d. Mitigation measures numbers 3, 5, 6, 9, 10, 11 and the portions of mitigation measure number 19 applying to non-San Francisco users of potential hazardous waste facilities were adopted by the Board of Supervisors and included in the CHWMP, which is summarized and incorporated by reference into the proposed Master Plan amendments, and would therefore be considered and implemented as appropriate by the City Planning Commission in considering any future approval of a specific hazardous waste facility pursuant to the amended Master Plan and CHWMP,
- e. Mitigation measures numbers 13, 14, 15, 16a, 16b, 16c and 16d are not within the jurisdiction of the City Planning Commission to implement and enforce, and therefore are not feasible, although the objectives and policies in the proposed Master Plan amendments and the provisions of the CHWMP incorporated by reference encourage these activities; and be it

FURTHER RESOLVED, that the Commission hereby finds adoption and implementation of the proposed Master Plan amendments will have a significant effect on the environment in that:

- a. The Master Plan amendments encourage on-site treatment of hazardous wastes, which could increase short-term risks to workers and/or the public at/or near those sites if less skilled people are carrying out treatment. These risks would be mitigated by education and information programs included in the proposed Master

Plan amendments but such could not be guaranteed to eliminate all possible risks and may not be fully funded in all annual City budgets;

- b. The Master Plan amendments encourage establishment of transfer and storage facilities for generators of small quantities of hazardous waste, which would have the beneficial impact of discouraging disposal into the regular solid waste stream and sewer system but which could also increase local risks due both to transport of wastes by less well-trained haulers and possibility of accidental release at the transfer and storage facility if all appropriate mitigation measures are not carried out and enforced; and be it

FURTHER RESOLVED, that the following benefits of the Master Plan amendments override, on balance, any remaining significant environmental impacts:

- a. The Master Plan amendments allow the City to exercise better control through its land use decision process regarding the siting of hazardous waste facilities by identifying potentially suitable areas for such facilities.
- b. The Master Plan amendments encourage reduction in the use of hazardous materials and in the generation of hazardous waste to protect public health and the environment through a combination of technical, financial, and regulatory incentives.
- c. The Master Plan amendments encourage improved management of hazardous waste to protect public health and the environment through education and increased enforcement of hazardous waste laws and regulations.
- d. The Master Plan amendments encourage the City to take a proactive approach by providing education, technical and financial assistance to generators to assist them in reducing and properly managing their hazardous wastes, and be it

FURTHER RESOLVED, that the Planning Commission hereby ADOPTS the amendments to the Master Plan dated August 10, 1995 attached hereto as Exhibit A which amend the introduction to the Environmental Protection Element and add a goal, and objectives 19 through 22 and associated policies to the Environmental Protection Element.

I hereby certify that the foregoing resolution was adopted by the City Planning Commission at its regular meeting on August 17, 1995.

Linda D. Avery

Administrative Secretary

AYES: Commissioners Boomer, Fung, Levine, Lowenberg, Prowler

NOES: None

ABSENT: Commissioners Martin, Unobskey

ADOPTED: August 17, 1995

intent.res

PROPOSED AMENDMENTS TO THE ENVIRONMENTAL PROTECTION ELEMENT OF THE MASTER PLAN. New text is underlined.

INTRODUCTION

The Environmental Protection Element addresses the impact of urbanization including the use of oil and gas resources and hazardous waste on the natural environment. In highly urban San Francisco environmental protection is not primarily a process of shielding untouched areas from the initial encroachment of a man-made environment. The scales already are and will continue to be balanced toward the side of development.

The challenge in San Francisco is to achieve a more sensitive balance, repairing damage already done, restoring some natural amenity to the city, and bringing about productive harmony between people and their environment. An important purpose, therefore, of an environmental protection element is to give natural environment amenities and values appropriate consideration in urban development along with economic and social considerations.

One of the lessons of the increasing environmental consciousness is that "environment" is not accurately compartmentalized as animals and trees versus people and cars. In an urban setting this is particularly true. All elements of the Master Plan deal to a certain extent with protecting aspects of the total urban environment. In that sense the objectives and policies contained in this element must be read together with other objectives and policies throughout the Master Plan. However, this element is mainly concerned with protecting what is not man-made in the environment, especially through protection of plant and animal life and through restoration of natural qualities of land, air and water by elimination of pollution. It also addresses conservation and management of energy in the residential, commercial and transportation sectors. Additionally the reduction of hazardous materials use in the residential, commercial and governmental sectors is encouraged in this element.

Deterioration of the environment as a consequence of population growth, urbanization, industrialization, improper disposal of hazardous materials, resource exploitation and technological developments has been a growing concern world-wide. Another influence has been a realization of the finite nature and rising costs of energy and other natural resources. On a national and state level, it has given rise to policies and controls dealing with air, water and noise pollution and other forms of degradation of the natural environment as well as regulation of energy production and hazardous waste. It was logical, therefore, that in giving direction to local general plans the California Legislature should have mandated preparation of two elements which address environmental protection issues, one for natural resource conservation and another for transportation noise. This Environmental Protection Element combines those two state-mandated elements, along with a comprehensive energy management plan. A hazardous waste section which responds to separate State planning requirements for county-level hazardous waste management and siting of facilities is also included in this element.

The entire following section is new and is proposed to be added following I.6.33 (Energy) of the Environmental Protection Element. The preceding page comprised the introduction to Environmental Protection Element.

HAZARDOUS WASTE

Mandates for Hazardous Waste Planning

The Tanner Act enacted by the State in 1986 requires California counties to prepare Hazardous Waste Management Plans or have the State supersede local government in terms of the siting authority for treatment, storage and disposal¹ facilities. A detailed Plan, responding to state hazardous waste mandates was developed by the Office of San Francisco's Chief Administrative Officer in conjunction with a citizens advisory group. The detailed Plan including many management and educational programs was approved by the Board of Supervisors in 1992 and by the State Environmental Protection Agency in 1995. This section of the Environmental Protection Element condenses and summarizes the more detailed document with emphasis on land use issues for purposes of the Master Plan.

In general, hazardous waste responsibilities are divided among federal, state and local levels of government. Local government takes the lead for land use decisions related to hazardous waste facilities and for emergency response programs. State government oversees "cradle to grave" management of hazardous waste including all transport activities. This usually involves manifests which are forms indicating types and amounts of hazardous waste being transported on State highways and where such waste is being taken. The State has delegated much of its enforcement and inspection function for facilities and those entities using hazardous materials and generating hazardous waste to the local Departments of Public Health. The federal government has taken the lead in regulating and in some cases funding the cleanup of past contamination which all levels of government now seek to prevent.

¹According to California's Health and Safety Code, treatment means any method, technique or process which changes or is designed to change the physical, chemical or biological character or composition of any hazardous waste. Storage means the holding of hazardous waste for a temporary period. Disposal means the discharge, deposit, injection, dumping, spilling, leaking or placing of any waste so that the waste or any constituent is or may be emitted into the air or discharged into or on any land or waters, including groundwater, or may otherwise enter the environment.

Characteristics of Hazardous Waste in San Francisco

San Francisco County is a moderate generator of hazardous wastes in California. The management of hazardous wastes in San Francisco presents some unique challenges. There is a diversity of hazardous waste sources and types. There are a large number of businesses which are very small quantity generators.² San Francisco is characterized by high-intensity land use, and limited land area which makes siting of a hazardous waste facility difficult.

Waste is generated by public agencies, the private sector, and individuals in the City and County. The principal waste types in San Francisco are oil, paint and solvents. The hazardous waste management system is operated by private industry to collect, handle, transport, treat, store and dispose of hazardous waste generated in San Francisco County and extends far beyond the County's own boundaries for off-site disposal. The City and County of San Francisco under the Chief Administrative Officer, Solid Waste Management Program administers the local hazardous waste management process. Authorization of the siting of hazardous waste facilities is a responsibility of the Planning Department and Commission. This section contains guidance for such siting decisions.

A transfer and storage facility (TSF) where San Francisco residents can drop off hazardous waste from their homes free of charge is run by the Sanitary Fill Company under contract with the City. In the future this facility may evolve to serve additional business users and to treat some of the wastes in order to facilitate reuse or recycling. The existing facility is at the San Francisco Solid Waste Transfer and Recycling Center on Tunnel Avenue on the City's southern border. The San Francisco Department of Public Health has a major role in enforcement and monitoring of that facility.

The City's ability to use an out of county landfill site at Altamont in Alameda County for solid waste is dependent on the proper management of hazardous waste and avoidance of its presence within solid waste loads taken to the landfill site. The City's contract with Altamont requires it to have a program to keep hazardous waste out of the landfill. The City is responsible for substantial penalties if hazardous waste is found within materials brought to the landfill site.

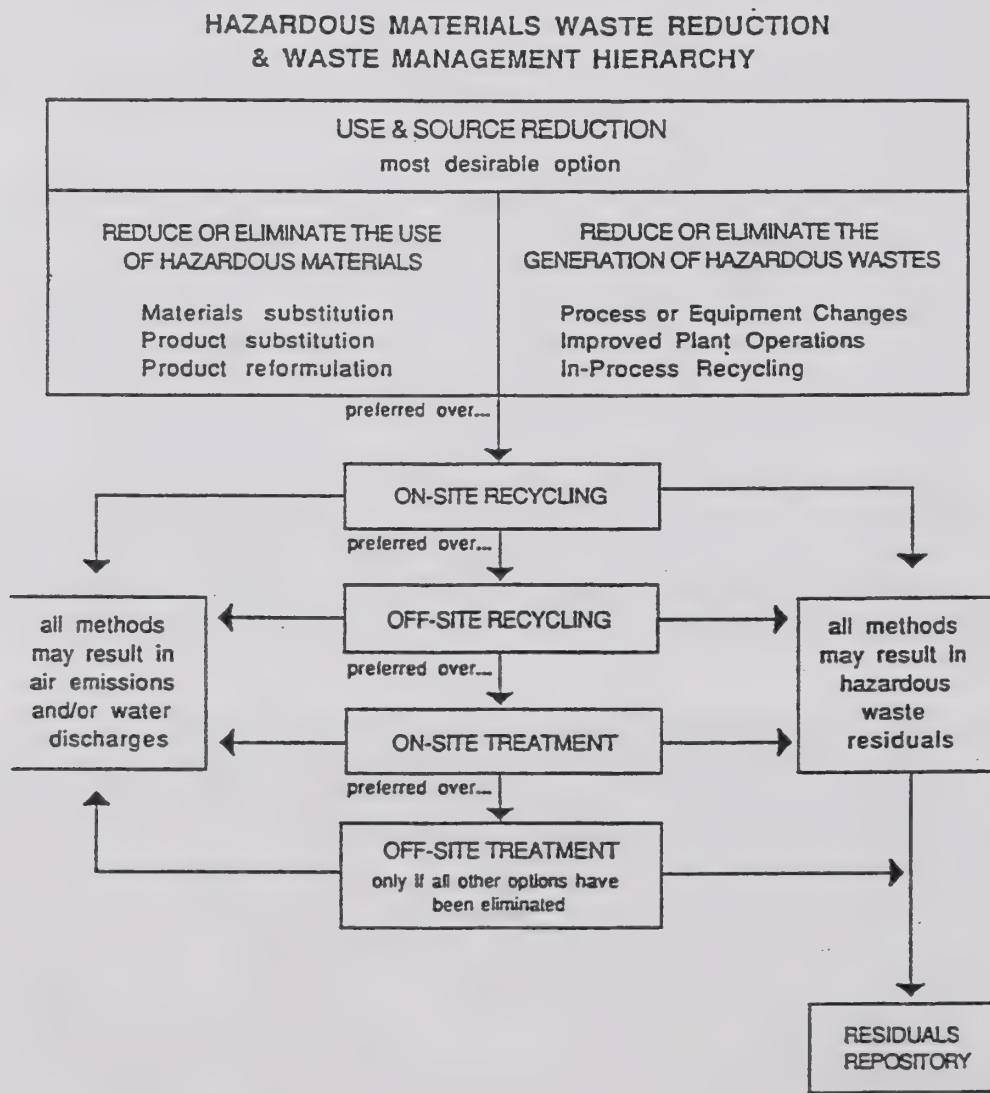
The Hazardous Materials Citizens Advisory Committee appointed by the Board of Supervisors advises the San Francisco Health Department on numerous practices encompassed by the hazardous waste management plan including the storage and reuse of hazardous material and the implementation of many state and local regulations.

²A very small quantity generator is a business generating less than 27 gallons of hazardous waste per month.

Goal

The major goal of hazardous waste planning is to minimize or eliminate harm to public health and the environment from hazardous wastes and prevent hazardous waste being disposed into land or water or emitted into the air. The County's detailed plan emphasized in order of priority: source reduction, including chemical elimination as well as substitution; recycling and reuse; treatment (on-site and off-site) and as a last resort, disposal (off-site). In recycling and reuse, the minimization of air emissions is especially important. The County Plan also provided the basis for siting of hazardous waste facilities still required after serious efforts to achieve source reduction.

FIGURE 1.



OBJECTIVES AND POLICIES

SOURCE REDUCTION

OBJECTIVE 19

PROMOTE SOURCE REDUCTION THROUGH REDUCED USE OF HAZARDOUS MATERIALS AND GENERATION OF HAZARDOUS WASTE.

In terms of environmental protection, the emphasis needs to shift from the disposal of hazardous wastes to their prevention by not using hazardous materials in the first place. In addition to protecting the environment, source reduction helps conserve chemical resources. It allows for significant financial savings due to the elimination or reduction of costs associated with management, transportation, treatment and disposal of hazardous waste. Also eliminated are risks of human exposure and environmental release, and liability which are exacerbated by San Francisco's high population density. The need for expansion of treatment and disposal facilities is reduced.

Because of the importance and value of source reduction, it is at the top of the waste reduction hierarchy. Barriers to source reduction include: institutional inertia, overemphasis on disposal and need for assistance by the public on understanding the availability of non-hazardous substitute products. Source reduction is also essential in strengthening the position of the County in negotiating potential intercounty agreements for provision of off-site waste management.

Policy 19 - 1

Identify reduction opportunities through waste reduction audits.

A waste reduction audit examines existing production and hazardous materials use practices within a plant or business and provides a roadmap for developing a source reduction and waste reduction strategy. Waste reduction audits should be performed for all firms using hazardous materials. Specific recommendations of such audits can include: housekeeping changes such as waste segregation and modification of cleaning and rinsing procedures; modification of technical processes or equipment to produce the same product but reduce the waste stream; substitution of raw materials or of the manufactured products used in facility operations; and external reduction opportunities such as a waste exchange. Audits could be a service and/or requirement for users of the hazardous waste facility or for firms generating hazardous waste.

Policy 19 - 2

Support public education related to lowered use or substitution of hazardous chemicals and on the proper management of hazardous waste.

San Francisco's residents, businesses, work force and public officials should be educated on source reduction including chemical elimination as well as substitution and on the safe handling of hazardous waste generated in their homes, workplaces, recreational facilities and public buildings.

Policy 19 - 3

Encourage City agencies to act as role models by establishing a Waste Minimization Program.

A City government top management interdepartmental program should commit to implementation of waste minimization efforts. A Waste Minimization Pilot Program for City Departments can assist with strategies for choosing alternatives to hazardous materials, reducing waste quantities and recycling. This should include review of the purchase of hazardous products for safer substitutes.

ADEQUATE FACILITIES

OBJECTIVE 20

ENCOURAGE DEVELOPMENT OF FACILITIES NEEDED TO RECYCLE, TREAT, STORE, TRANSFER AND DISPOSE OF HAZARDOUS WASTE.

Recycling and reuse are the next preferred approaches over source reduction. Even after serious attention to source reduction, there will still be a quantity of hazardous materials requiring appropriate facilities for recycling, or storage and transfer out of San Francisco. Over time these quantities should diminish. The City will need to evaluate expansion options for the existing facility, whether to pursue curbside removal of used oil and whether a collection at a number of decentralized locations is appropriate. In considering these options, the potential for recycling and reuse should be strongly emphasized, after all possible efforts at hazardous chemical elimination or substitution have been pursued.

Through its solid waste management contractor, the Sanitary Fill Company, the City operates a centralized household hazardous waste collection facility at Beatty and Tunnel Avenues. The existing hazardous waste collection, storage and transfer facility is part of a much larger complex which includes recycling and refuse collection and transfer. The analysis of long term trends in source reduction, as well as the use of this hazardous waste facility and its pilot program for commercial very small quantity generators is crucial to the evaluation of potential new facilities and services.

Policy 20 - 1

Ensure that siting and permitting authorization for proposed off-site facilities or facilities expansion adequately protects the public health and provides for effective hazardous waste management and economic efficiency.

An off-site facility involves the transfer of hazardous waste from the site where it was generated to another location where it may be stored, treated, transferred again. In some cases, disposal may be involved. After extensive review of State criteria for location of hazardous waste transfer, storage or treatment facilities, the County Hazardous Waste Management Plan directed that such facilities should only be located in San Francisco's Heavy Industrial (M-2) districts. However, not all parts of the heavy industrial district which rings major portions of the shoreline in the southeastern part of the City are equally suitable. Such attributes as federal ownership, potential landslide hazards, liquefaction and/or subsidence hazards as shown on Map -- reduce suitability for locations of a transfer, storage or treatment facility (TSF). Other State and local criteria and considerations are summarized in the tables on the following pages.

A disposal site for waste remaining after recycling or treatment is not possible within San Francisco because of the State's extensive land requirements (50-300 acres plus a 2000 foot buffer from residences). San Francisco therefore will need to continue exporting these residual wastes out of the county.

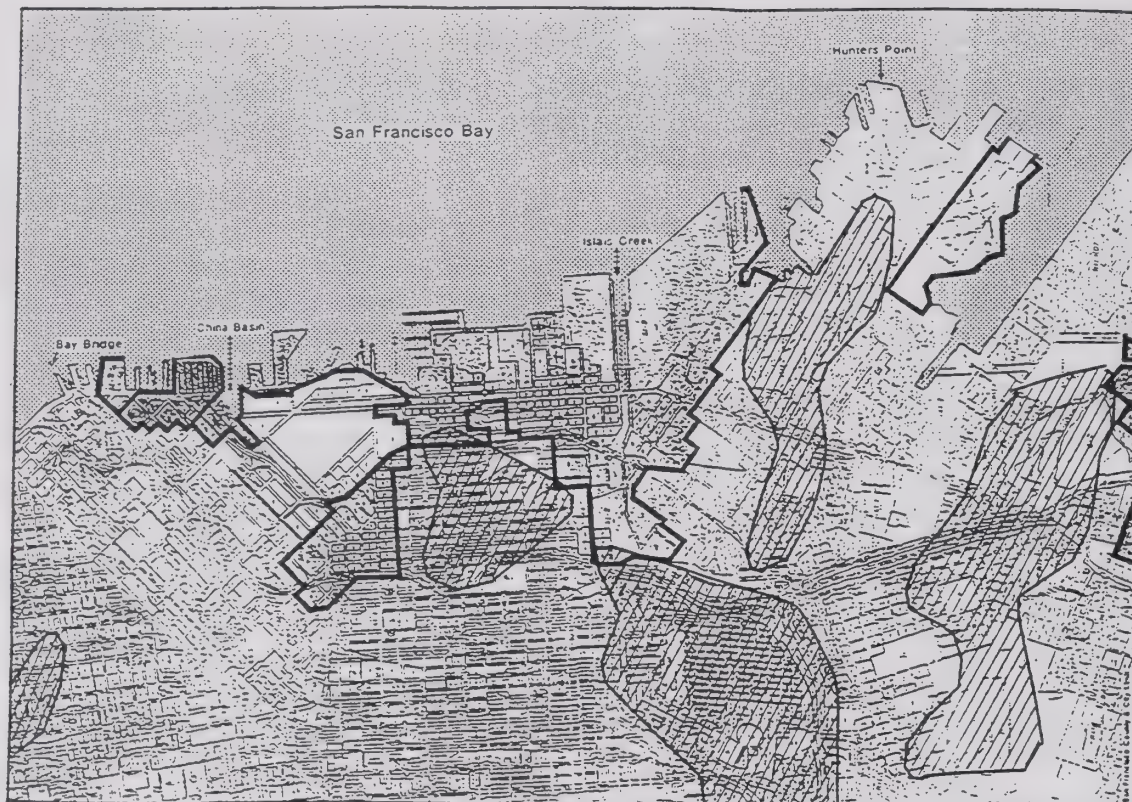
The need for the siting of any additional hazardous waste facilities should be assessed against the State siting criteria and local considerations as developed in the County Hazardous Waste Management Plan and summarized here. State law also requires the appointment of a local advisory committee to advise the City on terms and conditions by which a new facility or a proposed expansion may be acceptable to the community.

Policy 20 - 2

Support San Francisco's participation in regional agreements on a fair share allocation for future facilities.

In November, 1990 the Board of Supervisors adopted a resolution endorsing San Francisco's participation in a regional Hazardous Waste Management Facility Allocation Committee. This committee convened by the Association of Bay Area Governments is intended to refine the fair share concept, limiting the number, types and size of hazardous waste facilities based on regional needs of the nine Bay Area counties. No one county in the region would be the recipient of all the needed facilities.

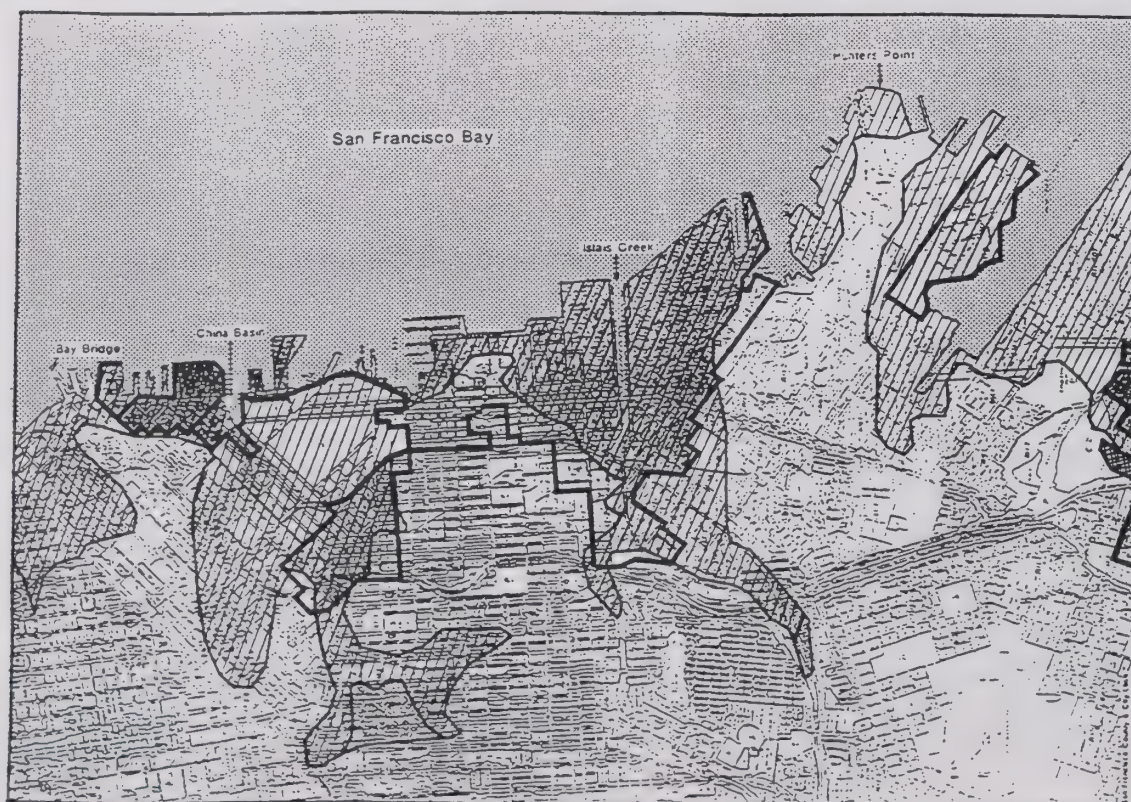
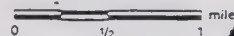
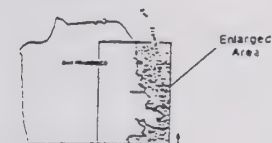
This concept is important because San Francisco clearly cannot manage its hazardous waste in isolation from other counties as it does not have areas meeting State criteria for disposal facilities. As of 1992, San Francisco exported all its manifested hazardous waste to 16 or more other counties. San Francisco is reliant on out of county disposal facilities. Only transfer, storage and treatment facilities can be located in San Francisco.



Legend:

-  M-2 Zoned Areas 1.
-  M-2 Zoned Area - federal land *
-  M-2 Zoned Area - South Beach Redevelopment *
-  Areas of Potential Landslide Hazard 2.

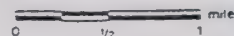
1. San Francisco Department of City Planning, 1991.
 2. San Francisco Seismic Safety Investigation Geologic Evaluation (Blume, 1974)
- * Hazardous waste facilities not permitted.



Legend:

-  M-2 Zoned Areas 1.
-  M-2 Zoned Area - federal land *
-  M-2 Zoned Area - South Beach Redevelopment *
-  Areas of Potential Liquification and Subsidence Hazard
-  Areas of Potential Liquification
-  Areas of Potential Subsidence

1. San Francisco Department of City Planning, 1991.
- * Hazardous waste facilities not permitted



MAP - POTENTIAL HAZARDOUS WASTE FACILITY SITES IN RELATION TO SELECTED SITING CRITERIA (final graphic to be prepared combining these 2 figures from the Final EIR on the CHWMP).

HAZARDOUS WASTE TRANSFER AND STORAGE FACILITY (TSF) SITING CRITERIA¹

The TSF should be:

- close to the waste generators (75% of waste generators who send waste off-site are located in the southeast area of San Francisco), and
- near major transportation routes (major highways are easily accessed from the southeast area of the City).

The TSF may be sited conditionally provided there is a risk assessment, engineered design features, and/or buffer zone:

- in areas of potential flooding because of reservoir failure
- in areas with unstable soils
- in areas subject to subsidence (ground collapses) or liquefaction (ground changes from granular material to a fluid state)
- in areas subject to tsunamis (tidal waves)
- in areas with high groundwater
- in areas with permeable strata and soils
- in an air quality "non-attainment" area
- near residences
- near immobile populations (e.g., schools, hospitals)
- in recreational areas (e.g., Golden Gate National Recreation Area, but only for low volume transfer and storage of wastes generated there), and
- on State or Federal lands

The TSF may not be sited:

- on military land (e.g., Hunters Point Naval Shipyard);
- in wetland areas (areas determined by the Army Corps of Engineers and the California Department of Fish and Game); and
- in critical habitat areas; there is no precise mapping of the existence of sensitive species in the southeast section of San Francisco; field analysis may be required if and when facilities are proposed.

¹County Hazardous Waste Management Plans are required to utilize criteria listed in California Department of Health Services, Toxics Substances Control Division, Guidelines for Preparation of Hazardous Waste Management Plans, June, 1987.

LOCAL CONSIDERATIONS FOR HAZARDOUS WASTE FACILITIES

- Identification of waste reduction techniques which can be employed by users of the facility and what modification to the scope of the project such waste reduction efforts require.
- Landscaping around the facility to enhance esthetics and reduce noise.
- Limitation of hours of truck arrival or departure related to peak traffic periods.
- Designation of special transportation routes for highly hazardous materials or waste that are to be handled by a facility.
- Education of the users of the facility by the project sponsor on waste reduction, waste handling, and transportation techniques.
- Assistance by the project sponsor in establishing milk runs (to pick up hazardous wastes) where it is economically feasible.

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Policy 20 - 3

Preserve the existing treatment and storage facilities at the site they currently occupy, if feasible.

The only remaining hazardous waste treatment facility in San Francisco at China Basin provides service for ship waste, oil and tank bottom wastes. The recovered oil is sent to a rerefiner and the treated water is transported by truck to the local waste water treatment facility after appropriate testing. Without this treatment facility, sizable quantities of facility of locally generated oil waste would have to be transported and managed outside of San Francisco. This facility also is an important component of San Francisco's regional fair share of hazardous waste facilities.

PROTECTION OF HEALTH AND ENVIRONMENT

OBJECTIVE 21

CONTROL ILLEGAL DISPOSAL AND ELIMINATE LAND DISPOSAL OF UNTREATED WASTE

Lack of awareness and lack of convenient low-cost disposal options are probably the two major causes of illegal disposal of hazardous waste on City streets and sidewalks, vacant lots, private property and into the sewer system. Hazardous waste presents environmental problems when disposed of in streets or sewers, or when combined with solid waste for disposal in municipal waste land fills. The improper disposal of hazardous waste can result in exposure and health risk to sewer and solid waste collection employees and the public. The combined effect over time of many small volumes of illegally disposed of hazardous waste can contaminate soil and groundwater.

Policy 21 - 1

Prevent illegal disposal.

A major continuing approach to preventing illegal disposal is the Waste Acceptance Control Program which samples solid waste collected in San Francisco by the local garbage haulers. This program is directed to preventing hazardous waste from being delivered to the landfill. It consists of methods for identifying and removing any prohibited wastes which are delivered to the transfer station. When a prohibited waste is found, the Sanitary Fill facility is equipped to safely hold it on a temporary basis until the customer is contacted and is required to reclaim the waste. The most common problem materials are paint and oils.

Policy 21 - 2

Strengthen enforcement efforts.

There should be a balance of education and enforcement to ensure that the latter is used when, and only when, necessary. Enforcement programs need to be coordinated with the identification of hazardous waste management and disposal options. Generators of hazardous waste who fail to respond to Department of Public Health notices are referred to the City Attorney's Office and District Attorney's Office for legal action. Management information system capability is critical to cross check, anticipate and evaluate illegal disposal problems.

OBJECTIVE 22

ENSURE EMERGENCY RESPONSE CAPABILITY.

Local, state and federal laws require emergency response planning and training of hazardous waste materials users. Each business must develop its own emergency response plan. Within local government, the San Francisco Fire Department has a Hazardous Materials Emergency Response Team that is on call 24 hours a day. There are four fire fighters on duty at any one time on this ERT team. The ERT works closely with and receives technical assistance from the San Francisco Department of Health. It is the only such team in San Francisco. Better equipment and improved information on hazardous materials locations based on disclosure provisions of the San Francisco hazardous materials ordinance should be provided to this important unit.

Policy 22 - 1

Ensure proper emergency response preparation.

Improved on-the-scene data access is needed to help emergency response teams in their analysis of the hazards at sites of emergencies. The latest existing hazardous materials inventory, as required under the storage ordinance, should be computerized and made available to responding emergency authorities. The Fire Department needs improved equipment and additional equipment to use at emergencies for evaluating the risk to fire fighters and the public and for stabilizing the materials involved.

Policy 22 - 2

Coordinate and strengthen interagency response efforts.

Implementation of the emergency provisions of the local storage ordinance should be integrated with the requirements of state and federal laws. The Fire Department should continue to work in close coordination with the Department of Public Health, the City Office of Emergency Services and the Police Department. The Fire Department utilizes San Francisco Health Department industrial hygienists when the substance(s) and its properties and potential

health effects are unknown. Actual clean up of spills and similar contamination are generally conducted by a contractor under Health Department supervision.

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Case No. 95.400M

Amendment of the Recreation and Open Space Element of the Master Plan adding one site on the north side of Bayview Hill to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13963

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

CITY PLANNING COMMISSION

Case No. 95.400M

Amendment of the Recreation and Open Space Element of the Master Plan adding one site on the north side of Bayview Hill to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13963

Page 2

WHEREAS, as part of Case No. 95.120EMR, the Commission considered a Master Plan Amendment for the 1994-1995 San Francisco Park and Open Space Program, to add four sites, including the Bayview Hill site, as "Proposed Public Open Space" that were not designated in the Recreation and Open Space Element as proposed public open space by either policy or map; and

WHEREAS, at its hearing on May 4, 1995, the Planning Commission removed the Bayview Hill Site from the proposed Master Plan Amendment, deferring considering acquisition of the level portion of Bayview Hill site adjacent to Jamestown Avenue until it considered adoption of the South Bayshore Plan, but did find acquisition of the hillside portion of the site (Phase I and II - natural area) in conformity with the Master Plan as part of the 1995-1996 San Francisco Park and Open Space Program and approved it for or acquisition; and

WHEREAS, at its July 20, 1995 hearing on the Bayshore Plan (Case No. 89.120EMTZ), the Commission determined to consider acquisition of the entire Bayview Hill site including the level portion adjacent to Jamestown Avenue; and

WHEREAS, the following site, contained in EXHIBIT A and listed below, is proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

- a) Bayview Hill site, adjacent to Bayview Hill Park, AB 4991 (portions); and

CITY PLANNING COMMISSION

Case No. 95.400M

Amendment of the Recreation and Open Space Element of the Master Plan adding one site on the north side of Bayview Hill to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13963

Page 3

WHEREAS, There is support for acquisition of the site in order to protect and conserve remaining natural areas in the City, to improve recreation opportunities in the South Bayshore District and citywide; and

WHEREAS, Acquisition of the site would enlarge an existing public park (Bayview Hill Park), protect a significant natural area which supports Mission blue butterfly habitat [a rare and Endangered species] and other native plants and animals, provide a recreational amenity in a "High Need" area; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on September 28, 1995; and

WHEREAS, On September 28, 1995, the Planning Commission held a public hearing and considered testimony related to the proposed amendment; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan; and

CITY PLANNING COMMISSION

Case No. 95.400M

Amendment of the Recreation and Open Space Element of the Master Plan adding one site on the north side of Bayview Hill to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 13963

Page 4

WHEREAS, the Commission, after hearing public testimony, determines that the level portion of the Bayview Hill site should be excluded from acquisition;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3) prepared for Case No. 95.120E, which considered a proposed Master Plan amendment and acquisition of the subject property;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the hillside portions of the following site shown in "Exhibit A" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan:"

- a) Bayview Hill site, adjacent to Bayview Hill Park,
AB 4991 (portions);

AND BE IT FURTHER RESOLVED, That the Commission removes from consideration, acquisition of the level portion of the site along Jamestown Avenue and a portion of the hillside along the toe of the hill, shown in EXHIBIT B;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

CITY PLANNING COMMISSION

Case No. 95.400M

Amendment of the Recreation and Open Space Element of the Master Plan adding one site on the north side of Bayview Hill to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution 13963

Page 5

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on September 28, 1995.

Linda Avery
Secretary

AYES: Commissioners Boomer, Fung, Levine, Prowler, Unobskey

NOES: None

ABSENT: Commissioner Lowenberg, Martin

ADOPTED: September 28, 1995

Exhibit A

Resolution 13963

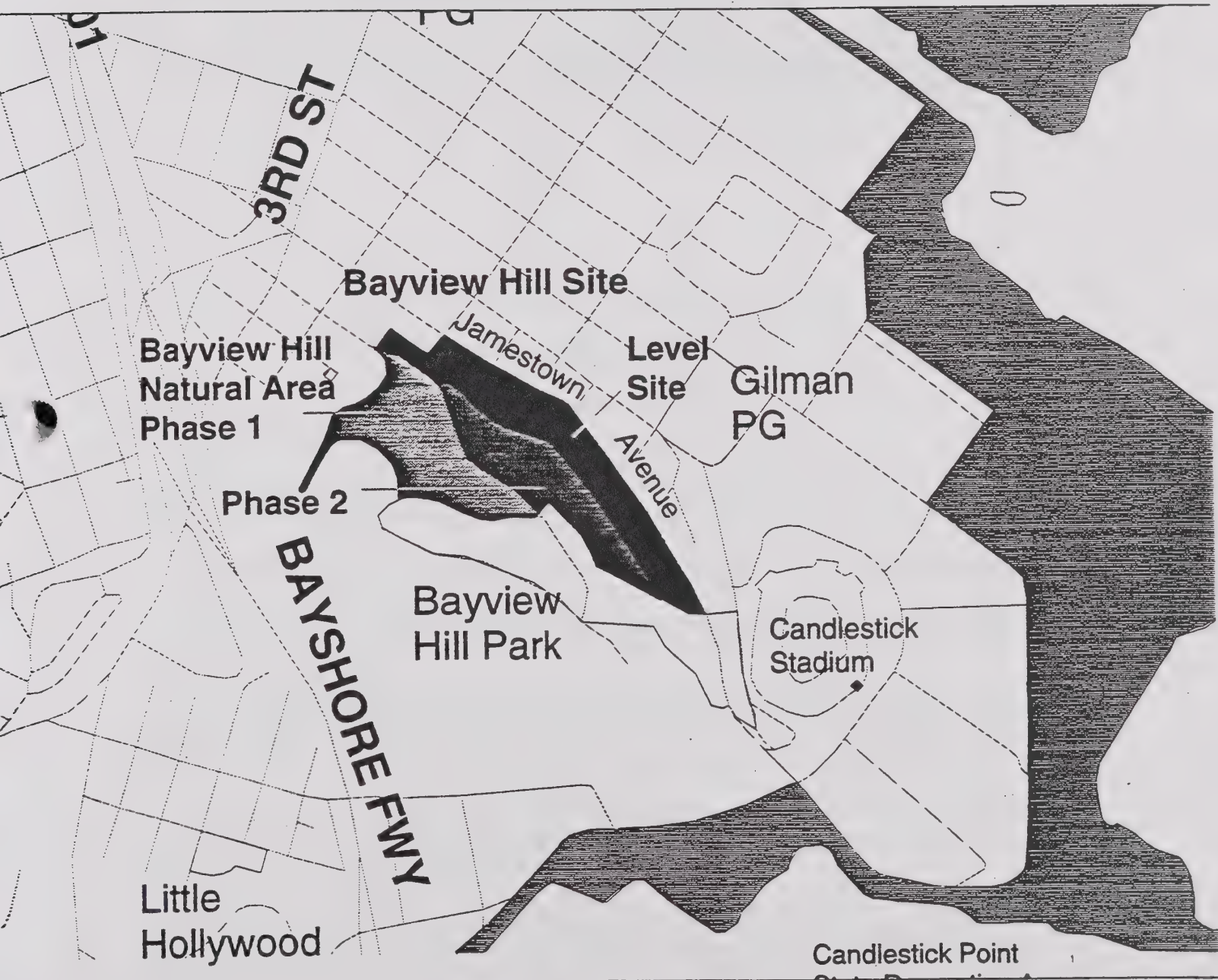
Map showing (a) the location of the site proposed to be added to, the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," of the Recreation and Open Space Element of the Master Plan.

Site proposed to be added to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan."

- a) Bayview Hill site, adjacent to Bayview Hill Park,
AB 4991 (portions).

San Francisco Planning Department

Proposed Acquisition, Bayview Hill Site AB 4991, (portion)



- | | | | | | |
|--|---|---|--|---|--|
|  | CCSF Rec. Park Department
Parks, Open Spaces, Recreation
Facilities |  | Bayview Hill Site Phase II
(Acquisition Funding previously
approved) |  | State Property
Candlestick S.R.A. & |
|  | Bayview Hill Site Phase I
(Acquisition Funding previously
approved) |  | Bayview Hill Site
Level Portion of Site (Not to be acquired) | | |

Exhibit B

Resolution 13963

Map entitled "General Description of Property Not to be Acquired or Designated for Open Space," notated at Planning Commission Public Hearing, dated 9/29/95

This map shows the portion of the site along Jamestown and including the toe of the slope proposed not to be acquired as public open space.

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14103

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

Page 2

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, Four natural area sites are proposed to be acquired as public open space. Acquisition of the sites was found to be in conformity with Policy 13 on Natural Areas in previous years of the Program, but the sites are not designated in the Recreation and Open Space Element as "Proposed Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan;" and

WHEREAS, The four significant natural area sites, listed below and shown in EXHIBIT A are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space;" and

WHEREAS, The sites meet the criteria for Significant Natural Area sites worthy of protection in Policy 13 in that they are undeveloped and relatively undisturbed sites which are remnants of the original natural landscape supporting a significant and diverse plant and wildlife habitat; some sites may contain rare, threatened, or endangered species, or contain plant species which support rare, threatened, or endangered species. One site is adjacent to another protected natural resource area, and the two areas together would support a larger or more diverse natural habitat; and

WHEREAS, The proposed Master Plan amendment and the acquisition of the four significant natural area sites would result in public protection and preservation of four significant natural areas in the City; and

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

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WHEREAS, One lot proposed for acquisition in Case No. 95.120MR, and included in the 1995-1996 San Francisco Park and Open Space Program and Master Plan Amendment as a replacement site for the Sharon Arts Center in Golden Gate Park is no longer being considered for acquisition, and should therefore be removed from Map 4, the "Citywide Recreation and Open Space Plan," designated as "Proposed Public Open Space, Acquire for or Convert to Public Open Space;" and

WHEREAS, The site once proposed as a replacement site for the Sharon Arts Center, listed below and shown in EXHIBIT B, is proposed to be deleted from Map 4, the "Citywide Recreation and Open Space Plan," from the designation "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

Replacement site for Sharon Arts Center

AB 3556, lot 25; and

WHEREAS, The Neighborhood Policy 4, states: "Acquire and develop new public open space in existing residential neighborhoods, giving priority to areas which are most deficient in open space;" and

WHEREAS, Neighborhood Policy 4 text goes on to state: "These factors change over time. As this occurs, priorities should be shifted accordingly;" and

WHEREAS, 1990 U.S. Census data indicate that socioeconomic and demographic conditions have changed since 1980 and the neighborhoods surrounding McLaren Park have many of the socioeconomic and demographic conditions used to designate "High Need Areas" in Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan,"

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

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including: a high percentage of persons with low household income; a high percentage of children under 5; a high percentages of children 6-13; a high percentage of senior citizens [age 65 and above]; a high percentage of youth 14-20 [not considered in the Element]; and

WHEREAS, Because of the socioeconomic and demographic changes which have taken place since 1980, Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" should be amended to designate the neighborhoods surrounding McLaren Park as a "High Need Area," as shown in EXHIBIT C; and

WHEREAS, Designation of the area around McLaren Park as a "High Need Area" would allow for improvement in recreation programs in the area, and funding a new day camp program in McLaren Park, Crocker Amazon Playground or Louis Sutter Playground; and

WHEREAS, There is significant neighborhood agreement on the proposed amendment of the Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan," and Map 4, the "Citywide Recreation and Open Space Plan," and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on April 25, 1996; and

WHEREAS, On April 25, 1996, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

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WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3));

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the following four sites (a-d) to and deleting one site (e) from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan," as shown in Exhibit A:

- a. **Aquavista Lot,**
Assessor's Block (AB) 2798, lot 29;
- b. **Fifteenth Avenue steps lots**
AB 1860A, lots 20-21; AB 1861A, lot 2;
- c. **Hawk Hill**
AB 2336, lot 27; AB 2337, lots 2-7; AB 2338, lots 4-13; AB 2338A, lots 13-17;
- d. **Palou-Phelps**
AB 5329, lot 1; AB 5328, lots 4-9, 17-29; AB 5336, lots 1, 47-49, 52; and

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

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AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, deleting one site (e) from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan," as shown in Exhibit B:

- e. **delete proposed replacement site for Sharon Arts Center**
AB 3556, lot 25; and

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, amending Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" to designate the neighborhoods surrounding McLaren park as a "High Need Area," as shown in Exhibit C;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

CITY PLANNING COMMISSION

Case No. 96.076M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan," and Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" of the Recreation and Open Space Element of the Master Plan

Resolution No. 14103

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I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on April 25, 1996.

Linda Avery
Secretary

AYES: Commissioners Chinchilla, Hayden, Marks, Martin, Mills, Levine, Lowenberg
NOES: None
ABSENT: None
ADOPTED: April 25, 1996

Exhibit A

Proposed Amendment of Map 4, the "Citywide Recreation and Open Space Plan," adding the following four sites (a-d) to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space"

- (a) **Aquavista Lot,**
Assessor's Block (AB) 2798, lot 29;
- (b) **Fifteenth Avenue steps lots**
AB 1860A, lots 20-21; AB 1861A, lot 2;
- (c) **Hawk Hill**
AB 2336, lot 27; AB 2337, lots 2-7; AB 2338, lots 4-13; AB 2338A, lots 13-17;
- (d) **Palou-Phelps**
AB 5329, lot 1; AB 5328, lots 4-9, 17-29; AB 5336, lots 1, 47-49, 52; and

San Francisco Planning Department

Aquavista Site
AB 2798, lot 29



Existing Park or Public Open Space



Amend Map 4 to DE-DESIGNATE
site as "Proposed Public Open Space,
Acquire for or Convert to Public Open
Space."

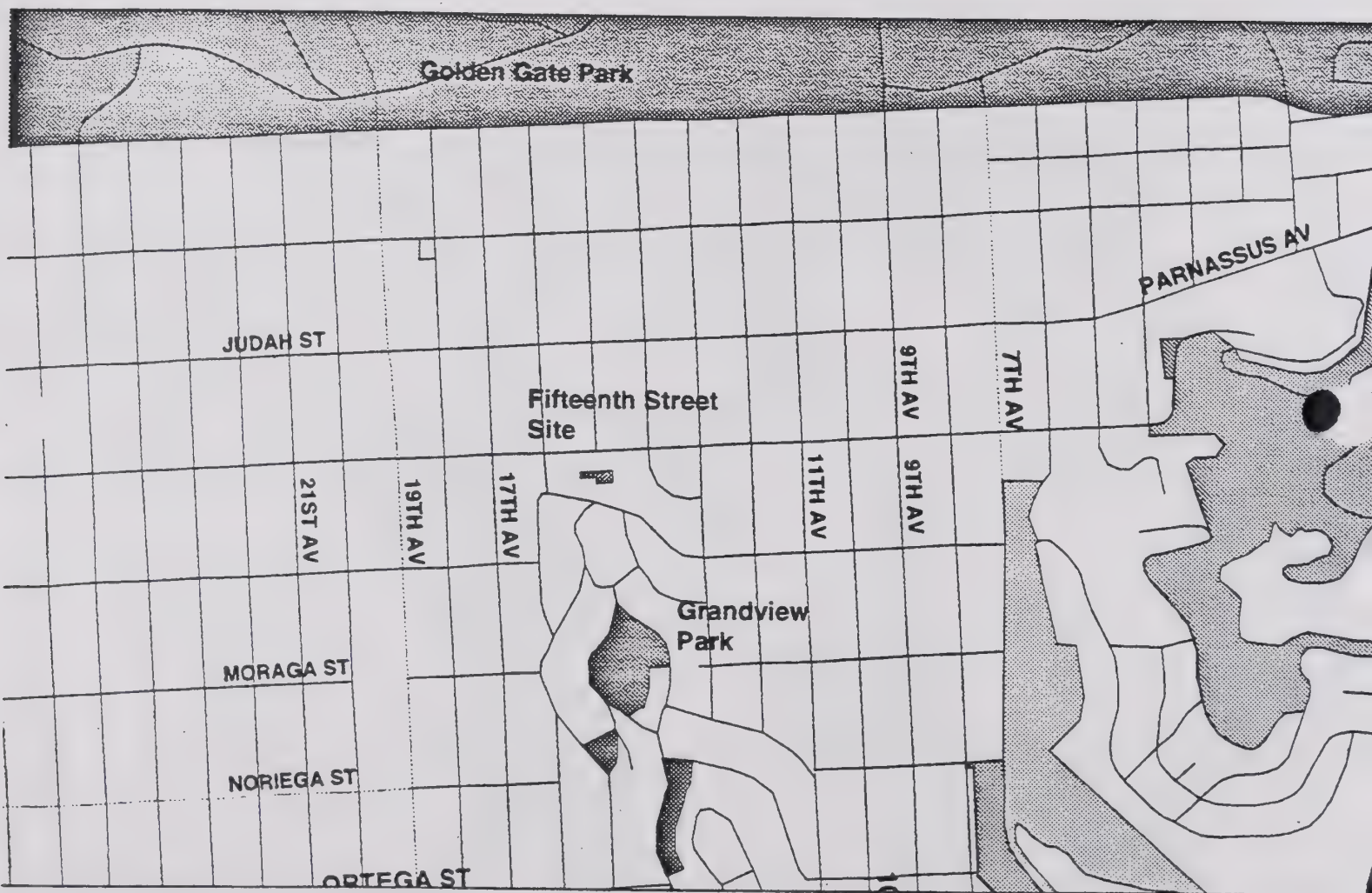
San Francisco Planning Department

Proposal to designate as "Proposed Public Open Space"

Fifteenth Avenue Steps

AB 1860A, lots 20-21;

AB 1861A, lot 2



Existing Park or Public Open Space



Proposed Acquisition site,
Amend Map 4 to designate site as
"Proposed Public Open Space, Acquire
for or Convert to Public Open Space."

San Francisco Planning Department

Proposal to designate as "Proposed Public Open Space"

Hawk Hill Site

AB 2336, lot 27

Hawk Hill Extension: AB 2337, lots 2-7,

AB 2338, lots 4-11, 12-13, AB 2338A, lots 13-17



Existing Park or Public Open Space



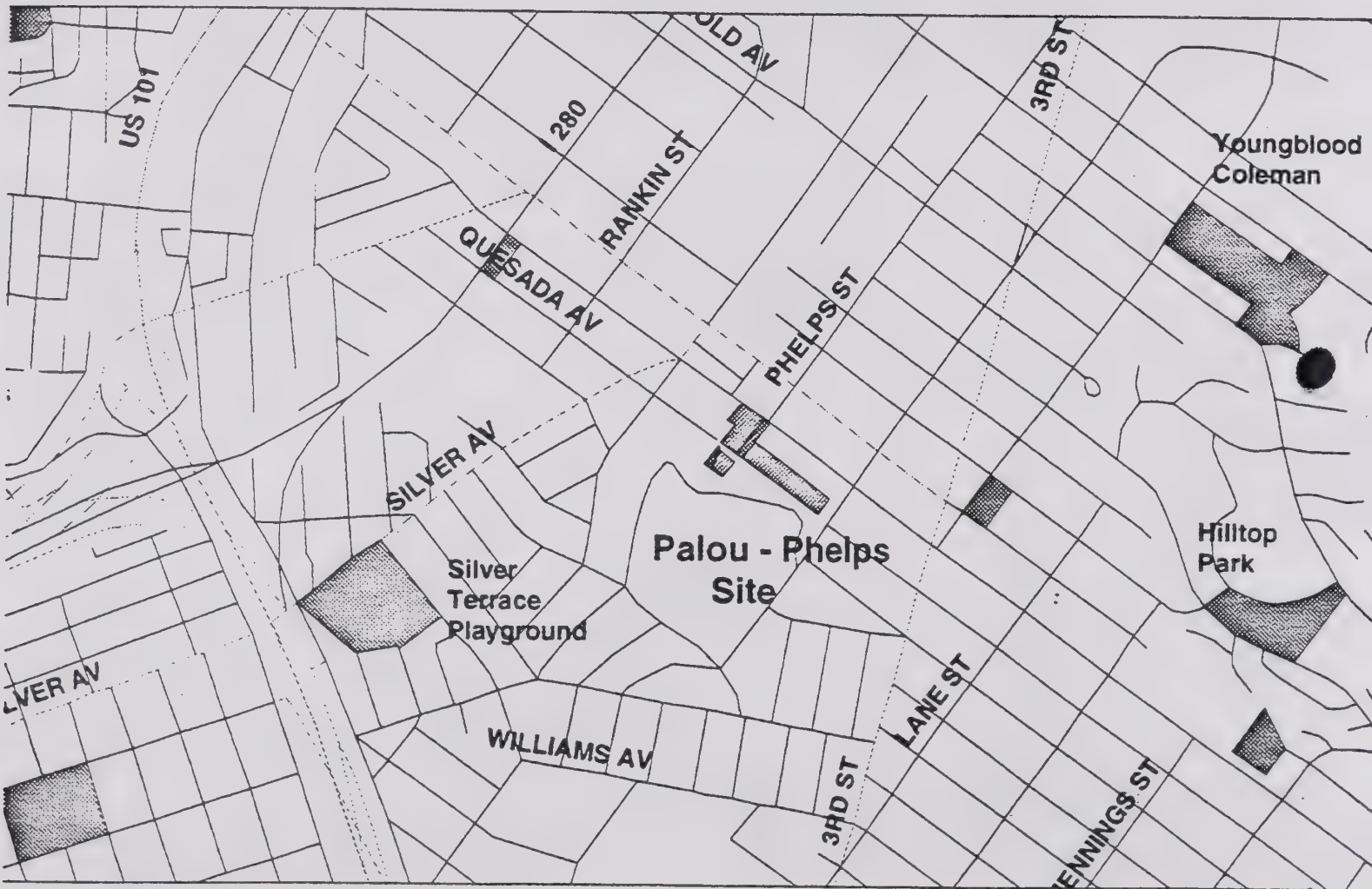
Proposed Acquisition site,
Amend Map 4 to designate site as
"Proposed Public Open Space, Acquire
for or Convert to Public Open Space."

San Francisco Planning Department

Proposal to designate as "Proposed Public Open Space"

Palou - Phelps Site

AB 5329, lot 1; AB 5328, lots 4-9, 17-29;
AB 5336, lots 1, 47-49, 52



Existing Park or Public Open Space



Proposed Acquisition site,
Amend Map 4 to designate site as
"Proposed Public Open Space, Acquire
for or Convert to Public Open Space."

Exhibit B

Proposed Amendment of Map 4, the "Citywide Recreation and Open Space Plan," to de-designate one site (e) from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space"

de-designate proposed replacement site for Sharon Arts Center

AB 3556, lot 25

San Francisco Planning Department

Proposal to De-designate as "Proposed Public Open Space"

Sharon Arts Center Replacement
16th and Dolores Street
A.B. 3556, lot 25



Existing Park or Public Open Space



Amend Map 4 to DE-DESIGNATE
site as "Proposed Public Open Space,
Acquire for or Convert to Public Open
Space."

Exhibit C

Proposed Amendment of Map 9, the "Neighborhood Recreation and Open Space Improvement Priority Plan" to designate the neighborhoods surrounding McLaren Park in the Southeast part of the City as a "High Need Area"



NEIGHBORHOOD RECREATION & OPEN SPACE IMPROVEMENT PRIORITY PLAN

Map 9

 **PUBLIC RECREATION & OPEN SPACE**
Make Better Use of Existing Neighborhood
Open Space & Facilities

 **PROTECTED AREA**
Improve Street Space for Recreation
and Landscaping where Possible

HIGH NEED AREAS

 Give Highest Priority for New Parks
and Recreation Improvements

 Give Priority for New Parks
and Recreation Improvements

 Give Priority for Recreation
Improvements in Existing Parks

Note:
Because of the scale of this map
it is not possible to show precise
boundaries or exceptionally
small open spaces.

Note: underlined text proposed to be added

Case No. 96.260M

Amendment of the Recreation and Open Space Element of the Master Plan removing 949 Vermont Street, AB 4093, lot 92, from the designation "Existing Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," and from the designation "Public Recreation and Open Space," in Map 9, the "Neighborhood Recreation & Open Space Improvement Priority Plan"

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14146

WHEREAS, The San Francisco Charter requires that the City Planning Commission adopt and maintain a Master Plan, including making necessary changes to it; and

WHEREAS, Certain portions of the Master Plan may over time may require revisions; and

WHEREAS, The Master Plan includes, among other Elements, the Recreation and Open Space Element; and

WHEREAS, The property located at 949 Vermont Street was part of the Highway 101 right-of-way that was not required for Highways construction and was deeded by Caltrans to the Department of Public Works of the CCSF after reconfiguration of Vermont Street; and

WHEREAS, The property is not a park or playground used for active recreation, but as part of a landscaped right-of-way, was considered as part of the City's informal open space system, and was designated as "Public Open Space," in the Recreation and Open Space Element that was adopted in 1973, as subsequently amended; and

CITY PLANNING COMMISSION

Case No. 96.260M

Amendment of the Recreation and Open Space Element of the Master Plan removing 949 Vermont Street, AB 4093, lot 92, from the designation "Existing Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," and from the designation "Public Recreation and Open Space," in Map 9, the "Neighborhood Recreation & Open Space Improvement Priority Plan"

Resolution No. 14146

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WHEREAS, Citywide Policy 2 of the Recreation and Open Space Element of the Master Plan states: "Preserve existing public open space;" and

WHEREAS, In this instance, there are reasons to amend the Recreation and Open Space Element of the Master Plan to de-designate this particular property as public open space; and

WHEREAS, The particular site, although part of the City's informal open space system, has limited value as public open space because it:

- a.) is a steeply sloped, irregularly shaped lot of approximately 3,000 square feet. The lot varies from 15 - 25 feet in width, and extends approximately 145 feet along Vermont Street;
- b.) is not currently used for active recreation due to its steep slope and small size, and in the future it would not be useful as a public park or recreation facility;
- c.) has very limited public access because its only access is from Vermont Street (a one way street) and because Highway 101 eliminates physical and visual access to the site from the west. Therefore the site has limited public value;

CITY PLANNING COMMISSION

Case No. 96.260M

Amendment of the Recreation and Open Space Element of the Master Plan removing 949 Vermont Street, AB 4093, lot 92, from the designation "Existing Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," and from the designation "Public Recreation and Open Space," in Map 9, the "Neighborhood Recreation & Open Space Improvement Priority Plan"

Resolution No. 14146

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- d.) has low visual quality. The property is minimally landscaped and maintained; and

WHEREAS, The surrounding residential area is adequately served with other public open spaces that are centrally located to the neighborhood and more valuable for their active and visual open space values, including 4.4 acre Jackson Playground, 9.5 acre Potrero Hill Recreation Center (large parks with active recreation facilities), 2.5 acre McKinley Square, just north on Vermont Street, as well as other landscaped open spaces associated with the Highway 101 right-of-way; and

WHEREAS, The site is included in a settlement of a lawsuit against the City. The proposed action on this case would permit the Planning Commission to find the proposed sale of the property in conformity with the Master Plan and would enable the City to sell the property to the adjacent property owners, in settlement of the lawsuit; and

WHEREAS, the site located at 949 Vermont Street, Block 4093, lot 92, and contained in EXHIBIT A, is proposed to be deleted from Map 4, the "Citywide Recreation and Open Space Plan," with the designation "Existing Public Open Space, Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert to Public Recreational Use," and to be deleted from Map 9, the "Neighborhood Recreation and Open Space Improvement Plan," from the category "Public Recreation and Open Space, Make Better Use of Existing Neighborhood Open Space and Facilities;" and

CITY PLANNING COMMISSION

Case No. 96.260M

Amendment of the Recreation and Open Space Element of the Master Plan removing 949 Vermont Street, AB 4093, lot 92, from the designation "Existing Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," and from the designation "Public Recreation and Open Space," in Map 9, the "Neighborhood Recreation & Open Space Improvement Priority Plan"

Resolution No. 14146

Page 4

WHEREAS, On balance, the proposed amendment is consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525, notice was given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan; and

WHEREAS, On June 27, 1996, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendment to be appropriate and desires to adopt them;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under Class 12 of State EIR Guidelines;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, to delete the site at 949 Vermont Street, Assessor's Block 4093, lot 92, from the category "Existing Public Open Space, Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert to Public Recreational Use," in Map 4, the "Citywide Recreation and Open Space Plan," and to delete the site (a) from the category "Public Recreation and

CITY PLANNING COMMISSION

Case No. 96.260M

Amendment of the Recreation and Open Space Element of the Master Plan removing 949 Vermont Street, AB 4093, lot 92, from the designation "Existing Public Open Space," in Map 4, the "Citywide Recreation and Open Space Plan," and from the designation "Public Recreation and Open Space," in Map 9, the "Neighborhood Recreation & Open Space Improvement Priority Plan"

Resolution 14146

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Open Space, Make Better Use of Existing Neighborhood Open Space and Facilities" from Map 9, the "Neighborhood Recreation and Open Space Improvement Plan:"

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on June 27, 1996.

Linda Avery
Secretary

AYES: Commissioners Baker, Chinchilla, Hayden, Lowenberg, Marks, Martin, Mills.
NOES: None
ABSENT: None
ADOPTED: June 27, 1996

Exhibit A

Site proposed to be deleted from the category "Existing Public Open Space, Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert to Public Recreational Use," in Map 4, the "Citywide Recreation and Open Space Plan," and to delete the site (a) from the category "Public Recreation and Open Space, Make Better Use of Existing Neighborhood Open Space and Facilities" from Map 9, the "Neighborhood Recreation and Open Space Improvement Plan"

- (a) 949 Vermont Street, Assessor's Block 4093, lot 92; and

Resolution of Approval
File No. 96.242M
Charter Implementation
Master Plan Amendments

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 14149

WHEREAS, On November 7, 1995, the voters of San Francisco approved the new Charter which changes the name of the Master Plan to the General Plan and mandates, among other things, that the Board of Supervisors approve or reject amendments to the General Plan; and

WHEREAS, In order to implement these provisions which will become effective on July 1, 1996, the Introduction of the Master Plan has to be amended to reflect the new Charter requirements; and

WHEREAS, The revisions to the Introduction of the Master Plan (1) add a summary of the intent and purpose of the Master Plan, (2) replace the 1932 Charter mandate with the 1996 version, (3) add an overview and description of the structure of the Plan, and (4) update the Table of Contents; and

WHEREAS, The revisions to the Introduction of the Master Plan do not constitute a change in any goal, objective or policy of the elements or area plans of the Master Plan; and

WHEREAS, The proposed amendments are determined to be exempt from environmental review under the California Environmental Quality Act; and

WHEREAS, Pursuant to Charter Section 3.525, the Planning Commission held a duly noticed hearing on June 13, 1996, further meetings on June 20 and June 27, and heard public testimony.

NOW, THEREFORE BE IT RESOLVED, That the City Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Introduction of the Master Plan; and

Resolution No. 14149
File No. 96.242M
Charter Implementation
Master Plan Amendments
Page 2

BE IT FURTHER RESOLVED, That the Planning Commission adopts said amendments to the Master Plan as shown in the attached Exhibit A.

I hereby certify that the foregoing resolution was adopted by the City Planning Commission at its regular meeting on May 28, 1992.

Linda D. Avery
Administrative Secretary

AYES: Commissioners Chinchilla, Hayden, Lowenberg, Martin and Mills

NOES: None

EXCUSED: Commissioner Levine

ABSENT: Commissioner Marks

ADOPTED: June 27, 1996

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REVISIONS TO GENERAL PLAN INTRODUCTION

(NOTE: Additions are underlined and deletions are shown with ~~strike-through~~.

INTRODUCTION

San Francisco is a special place. Foremost is its dramatic physical beauty, created by bay and ocean surrounding a cluster of hills that are often illuminated by brilliant sun or shrouded in silvery fog. The views from these hilltops were given to us inadvertently. The early settlers, in their scramble to forge a new life, imposed a simple grid system on the land. So instead of streets winding themselves around the hills we have streets that can scale the hilltops to reveal extraordinary vistas. These vistas give us a city that appeals from any perspective and sparks our imagination.

Secondly, San Francisco is compact. Its density creates a rich variety of experiences and encounters on every street. The city is cosmopolitan and affable, easily traversed by foot or by bus, and offers an intriguing balance of urban architecture.

Thirdly, San Francisco is the center, the soul of the region and cooperative efforts to maintain the area's quality of life are imperative. The City has long been a magnet for business, culture, retailing, tourism and education. Its rich 150 year history reflects the cultures of the world and gives energetic diversity to its neighborhoods. The residents strive to maintain this tradition, welcoming people from around the world to participate in the promise of a healthy city.

There are many issues we must face as we look to the future of our economy, work force, housing stock, transportation systems, open spaces, and vacant lands. San Francisco is a dynamic entity within which there are constant pressures for change and renewal. It remains the finance capital for the West and is an emerging gateway to the Pacific Rim. However as we enter the 21st century, new technologies, medical research and design are providing additional economic opportunity.

The City's General Plan serves to guide these changes to ensure that the qualities that make San Francisco unique are preserved and enhanced. The General Plan is based on a creative consensus concerning social, economic, and environmental issues. Adopted by the Planning Commission and approved by the Board of Supervisors, the General Plan serves as a basis for decisions that affect all aspects of our everyday lives from where we live and work to how we move about. It is both a strategic and long term document, broad in scope and specific in nature. It is implemented by decisions that direct the allocation of public resources and that shape private development. In short, the General Plan is the embodiment of the community's vision for the future of San Francisco.

~~§ 3.524 of the Charter of the City & County of San Francisco provides as follows:~~

~~It shall be the function and duty of the city planning commission to adopt and maintain, including necessary changes therein, a comprehensive, long term, Master Plan for the~~

~~improvement and future development of the city and county to be known as the master plan. The master plan shall include maps, plans, charts, exhibits, and descriptive, interpretive, and analytical matter, based on physical, social, economic, and financial data, which together present a broad and general guide and pattern constituting the recommendations of the commission for the coordinated and harmonious development, in accordance with present and future needs, of the city and county and of any land outside the boundaries thereof which in the opinion of the commission bears a relation thereto.~~

State law requires that the General Plan address seven issues: land use, circulation, housing, conservation, open space, noise and safety.

The Charter approved by the voters in November 1995 requires that the Planning Commission recommend amendments to the General Plan to the Board of Supervisors for approval. This approval changes the Plan's status from an advisory to a mandatory document and underscores the importance of Referrals establishing consistency with the General Plan prior to actions by the Board of Supervisors on a variety of actions.

The San Francisco General Plan is designed as a guide to the attainment of the following general goals:

- Protection, preservation, and enhancement of the economic, social, cultural, and esthetic values that establish the desirable quality and unique character of the city.
- Improvement of the city as a place for living, by aiding in making it more healthful, safe, pleasant, and satisfying, with housing representing good standards for all residents and by providing adequate open spaces and appropriate community facilities.
- Improvement of the city as a place for commerce and industry by making it more efficient, orderly, and satisfactory for the production, exchange and distribution of goods and services, with adequate space for each type of economic activity and improved facilities for the loading and movement of goods.
- Coordination of the varied pattern of land use with public and semi-public service facilities required for efficient functioning of the city, and for the convenience and well-being of its residents, workers, and visitors.
- Coordination of the varied pattern of land use with circulation routes and facilities required for the efficient movement of people and goods within the city, and to and from the city.
- Coordination of the growth and development of the city with the growth and development of adjoining cities and counties and of the San Francisco Bay Region.

(The following section was moved from the end of the Introduction to there.)

The Plan is intended to be an integrated, internally consistent and compatible statement of objectives and policies and its objectives, and policies are to be construed in a manner which achieves that intent. Sec. 101.1(b) of the Planning Code, which was added by Proposition M, November 4, 1986, provides as follows:

The following Priority Policies are hereby established. They shall be included in the preamble to the General Plan and shall be the basis upon which inconsistencies in the General Plan are resolved:

- 1 That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;*
- 2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;*
- 3. That the City's supply of affordable housing be preserved and enhanced;*
- 4. That commuter traffic not impede Muni transit services or overburden our streets or neighborhood parking;*
- 5 That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;*
- 6. That the City achieve the greatest possible preparedness to protect against injury and the loss of life in an earthquake;*
- 7. That landmarks and historic buildings be preserved; and*
- 8. That our parks and open space and their access to sunlight and vistas be protected from development.*

The manner in which these general goals are to be attained is set forth through a statement of objectives and policies in a series of elements, each one dealing with a particular topic, which applies citywide. The General Plan currently contains the following elements: Residence, Commerce and Industry, Recreation and Open Space, Community Facilities, Transportation, Community Safety, Environmental Protection, ~~and~~ Urban Design and Arts. In addition, a Land Use Index cross-references the policies related to land use located throughout the General Plan. Additional elements may be added from time to time.

The Plan also contains the following area plans which cover their respective geographic areas of the city: Downtown, Civic Center, Western Shoreline, Northeastern Waterfront, Central Waterfront, South Bayshore, Rincon Hill, Chinatown, ~~and~~ Van Ness Avenue and South of Market. Here the more general policies in the General Plan elements are made more precise as they relate to specific parts of the city.

In addition to the elements, area plans and the land use index comprising the complete General Plan, there are several documents which support the plan. These include background papers, technical reports, proposals for citizen review, environmental impact reports or negative declarations, program documents, and design guidelines. Program documents provide schedules and programs for the short range implementation of the General Plan.

CONTENTS

INTRODUCTION

I ELEMENTS

RESIDENCE
COMMERCE AND INDUSTRY
RECREATION AND OPEN SPACE
TRANSPORTATION
URBAN DESIGN
ENVIRONMENTAL PROTECTION
COMMUNITY FACILITIES
COMMUNITY SAFETY

ARTS

7-1-2000

II AREA PLANS

DOWNTOWN
CHINATOWN
RINCON HILL
CIVIC CENTER
VAN NESS AVENUE
WESTERN SHORELINE
NORTHEASTERN WATERFRONT
CENTRAL WATERFRONT
SOUTH BAYSHORE
SOUTH OF MARKET

III LAND USE INDEX

In addition to the complete General Plan as listed above, program documents for the Residence Element, Recreation and Open Space Element, and Transportation Element are published separately and are available at the Planning Department.

**SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 14165**

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a General Plan; and

WHEREAS, The City Planning Commission adopted the Civic Center Area Plan by Resolution No.7216 on July 25, 1974; and

WHEREAS, The City Planning Commission revised the Civic Center Area Plan by Resolution No.11769 on October 12, 1989; and

WHEREAS, The Planning Department has developed an overall plan for the improvement of the Civic Center area; and

WHEREAS, The existing adopted and the proposed Civic Center Plans contain objectives and policies which will be implemented by the Fulton Street Mall Design Guidelines; and

WHEREAS, The Fulton Street Mall will complement the existing ceremonial and public assembly spaces in the Civic Center, the symbolic public center of San Francisco; and

WHEREAS, The Fulton Street Mall Guidelines are an integral component in the revitalization of the Civic Center area; and

WHEREAS, The Civic Center is a designated Historic District under Article Ten of the Planning Code; and

WHEREAS, The Fulton Street Mall Design Guidelines propose transforming Fulton Street from a little used vehicular street into a public open space adjacent to the new Main Library and the proposed Asian Art Museum; and

WHEREAS, The Fulton Street Mall Design Guidelines outline a framework for design improvements; and

WHEREAS, General Plan policies state the following:

- a. Civic Center Area Plan Objective 1, Policy 3

Design Civic Center buildings and open spaces to serve as public gathering places for ceremonial, cultural, recreational, and other community activities.

- b. Civic Center Area Plan Objective 1, Policy 4
Provide a sense of identity and cohesiveness through unifying street and Plaza design treatments.
- c. Objective 4, Policy 11
Make use of street space and other unused public areas for recreation.
- d. Urban Design Element, Objective 4, Policy 11
Make use of street space and other unused public areas for recreation.
- e. Transportation Element, Objective 7, Policy 2
Retain streets not required for traffic for pedestrian circulation, open space use, and density controls.
- f. Transportation Element, Objective 7, Policy 4
Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

WHEREAS, To respond to these General Plan objectives and policies and improve the Civic Center area, the Planning Department has developed the Fulton Street Mall Design Guidelines, as one work item under the Downtown Pedestrian Improvements Program funded by Transportation Sales Tax funds administered by the San Francisco County Transportation Authority; and

WHEREAS, The proposed Fulton Street Mall Design Guidelines advance and are consistent with the Priority Policies of City Planning Code Section 101.1 in that they would not adversely affect existing neighborhood-serving retail uses and future opportunities for resident employment in, and ownership of, such business (Priority Policy 1); would not adversely affect the conservation and preservation of existing housing and neighborhood character (Priority Policy 2); would not adversely affect the preservation and enhancement of the City's supply of affordable housing (Priority Policy 3); would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors (Priority Policy 5); would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake (Priority Policy 6); and

WHEREAS, The proposed Fulton Street Mall Design Guidelines will foster pedestrian movement thereby reducing commuter traffic which impedes Muni transit services and reducing the demand for neighborhood parking (Priority Policy 4); and

WHEREAS, The proposed Fulton Street Mall Design Guidelines recognize the Civic Center Historic District and will contribute to the preservation of landmarks and historic buildings (Priority Policy 7); and

WHEREAS, The proposed Fulton Street Mall Design Guidelines would not adversely affect our parks and open space and their access to sunlight (Priority Policy 8); and

WHEREAS, The proposed Amendment to the Civic Center Plan are consistent with the General Plan; and

WHEREAS, Pursuant to Charter Sections 3.525, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Civic Center Area Plan of the General Plan, which hearing was held on July 25, 1996; and

WHEREAS, The City Planning Commission deems the proposed amendment to be appropriate and desires to adopt it as part of the Civic Center Area Plan of the General Plan; and

WHEREAS, The proposed Fulton Street Mall was studied in the Environmental Impact Report for the New Main Library, Case No.90.808E as identified in Exhibit "A"; and

WHEREAS, The Fulton Street Mall Design Guidelines are not a development proposal, but rather guidelines and requirements to be applied to future applications; and

WHEREAS, The improvements recommended in the Fulton Street Mall Design Guidelines would have beneficial impacts; and

ENVIRONMENTAL CONSIDERATIONS

WHEREAS, in 1992 the San Francisco Planning Department prepared an environmental impact report, entitled San Francisco Main Library Final Environmental Impact Report (Case No. 90.808E) ("EIR), that analyzed the impacts of the planned Fulton Street Mall ("Project"); and

WHEREAS, the EIR analyzed a three-part development program that included analysis of the Project, construction of a new Main Library on Marshall Square, and conversion of the then-existing Main Library for use as the new Asian Art Museum; and

WHEREAS, the new San Francisco Main Library has been constructed on Marshall Square and was formally opened to the public on April 18, 1996; and

WHEREAS, this Planning Commission action amends the Civic Center Area Plan of the General Plan regarding the planned Fulton Mall analyzed in the portion(s) of the EIR that address development of a Fulton Street Mall; and

WHEREAS, pursuant to 14 California Code of Regulations Section 15164 ("CEQA Guidelines") and Section 31.35 of the San Francisco Administrative Code, the San Francisco Planning Department prepared an Addendum to the EIR entitled Asian Art Museum Project EIR Addendum to the San Francisco Main Library FEIR, dated May 1, 1996 ("Addendum") which determined that no subsequent or supplemental impact report was required; and

WHEREAS, in approving the construction of the Main Library and the conversion of the old Main Library to the Asian Art Museum, the decision makers made findings regarding the EIR, and for the Asian Museum, the EIR and the Addendum; and

WHEREAS, the San Francisco City Planning Commission, after review, consideration and evaluation of public comments, certified in Commission Motion No. 13297 on February 27, 1992, that the EIR was adequate, accurate and objective, and had been completed in accordance with the California Environmental Quality Act ("CEQA"), CEQA Guidelines and Chapter 31 of the City Administrative Code; and

WHEREAS, in certifying the EIR, the City Planning Commission found that the three-part development program will have a cumulative significant effect on the environment in that it would contribute to traffic increases and cumulative passenger loadings on MUNI, BART, and other transit carriers in the Greater Downtown and vicinity, and thereby could cause violations of fine particulate matter (PM10) standards in San Francisco with concomitant health effects and reduced visibility; and

WHEREAS, the City Planning Commission, in certifying the EIR, found that the three-part development program will have a project-specific significant impact regarding seismicity in that it will increase, above existing conditions, the development program site's daytime population that would be subject to substantial danger and would contribute to congestion during a major earthquake; although the New Main Library would meet (and has subsequently been constructed to meet) the most current building and seismic engineering requirements of the San Francisco Building Code, the former Main Library building would be seismically reinforced, and the Fulton Street Mall would be constructed to meet or exceed current seismic standards, mitigation that would eliminate significant environmental impacts in San Francisco from a major earthquake is not available; and

WHEREAS, the City Planning Commission, in certifying the EIR, found that the Asian Art Museum component of the three-part development project will have project-specific significant impacts on architectural and historic resources in that it proposes to alter the former Main Library

building, a designated contributory building in a National Register Historic District and National Historic Landmark District, and subsequently designated a contributory building in the local Civic Center Historic District, as defined in Article 10 of the City Planning Code; the Fulton Street Mall would not cause this impact; and

WHEREAS, the Board of Supervisors reviewed and considered the EIR, and on December 14, 1992 and on May 21, 1996 reviewed and considered the EIR and Addendum and by resolution concurred with the information in the EIR (in the latter case, the EIR and the Addendum) and the findings of significance made by the City Planning Commission;

NOW THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the EIR and the Addendum (Copies of which are attached) prepared pursuant to Section 31.35 of the San Francisco Administrative Code and Section 15164 of the CEQA Guidelines, and has determined that the EIR and Addendum adequately analyze the Project and that no supplemental or subsequent EIR is needed pursuant to San Francisco Administrative Code Section 31.35, Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 and 15163); and

THEREFORE BE IT FURTHER RESOLVED, that the Planning Commission makes the following findings relating to alternatives and mitigation measures in accordance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code:

A. The following Alternatives to the Project described in the EIR, which would reduce or avoid the impacts of the Project and which are not included as part of the Project, are infeasible for the reasons set forth below.

1. Alternative A (No Project) is infeasible because the New Main Library has already been completed at Marshall Square. Under the No Project Alternative, the former Main Library building would not be converted to the Asian Art Museum. This alternative is also infeasible because San Francisco voters in November 1994 approved the issuance of \$41.7 million in general obligation bonds for upgrade of the former main library building for use as the Asian Art Museum.

2. Alternative B involved alternative relocation sites for the Pioneer Monument, in connection with construction of the New Main Library. This alternative, which was part of the three-part project, was implemented during construction of the New Main Library. The monument was moved to Fulton Street, between the new and former library buildings. The Fulton Street Mall Design Guidelines were developed subsequent to this relocation and incorporate the monument in its new location.

3. Alternative C involved construction of a New Main Library at an alternate location. This alternative would not affect subsequent use(s) of the Fulton Street Mall, and is infeasible because the New Main Library is complete at Marshall Square.

4. Alternative D (Expansion and Reuse of Existing Library) is infeasible because the New Main Library already has been constructed at its new site at Marshall Square.

5. Alternative E (Existing Library as Courts Facility) is infeasible because the San Francisco Courts Building is under construction at Polk and McAllister Streets, thereby obviating the need to relocate the Civil Division of the San Francisco Superior Court to the former Main Library building. This alternative is also infeasible because San Francisco voters in November 1994 approved the issuance of \$41.7 million in general obligation bonds for upgrade of the former Main Library building for use as the Asian Art Museum.

6. Alternative F would have been the New Main Library/Asian Art Museum/Fulton Street Mall project with the added expansion of Civic Center Garage. Bond funding for the garage expansion was not approved by San Francisco voters in 1992. This alternative is therefore infeasible at this time.

B. Pursuant to Public Resources Code Section 21002, the Planning Commission considered the mitigation measures described in the EIR and Addendum, and finds as follows:

1. Mitigation Measures proposed as part of the project, identified in the EIR by topic under Architectural, Historical and Cultural Resources, Transportation, Air Quality, Noise Geology/Topography/Hydrology, Water Quality, And Hazards have been adopted, adopted as modified, or rejected, by the project sponsors of the New Main Library and the Asian Art Museum, as indicated in their respective Board of Supervisors resolutions. All Mitigation Measures identified in the EIR, except as follows, are within the jurisdiction of other agencies to approve or outside the jurisdiction of the Planning Commission with respect to this amendment to the General Plan, and are rejected on that basis. The following measures are applicable to the physical construction of the Fulton Street Mall which is not presently before the Commission for action. They are rejected as infeasible at this time because any decisions on them would be premature.

a. The measure regarding potential discovery of artifacts could be followed by the project sponsor. (FEIR, pp 179-180). This measure would include retaining the services of an archaeologist who would consult with the President of the Landmarks Board, and the Environmental Review Officer regarding whether to instruct excavation and foundation crews of the potential for discovery; having the archeologist present at the site during excavation; cooperating in assisting such further investigation as may be appropriate prior to or during excavation even if this causes a delay; assessing the significance of a find; suspending construction activities for a maximum of four weeks to permit inspection, recommendation and retrieval if appropriate; implementing a security program; placing any artifacts assessed as significant in an appropriate repository; and preparing associated reports. This measure would be relevant should construction of the Mall require other than superficial excavation.

b. In order to provide for pedestrian safety during the construction period for the New Main Library, the library's construction manager would ensure that pedestrian walkways were maintained at the ends of Fulton Street at Larkin and Hyde Streets during the construction period. Four-foot pedestrian walkways would be provided on Larkin and Grove streets where construction would preempt sidewalk space. Similar measures would be employed by the Asian Art Museum's contractor, as determined to be necessary by the Traffic Engineering Division of

the Department of Parking and Traffic (DPT), during remodeling of the existing library building and construction of the addition to that building. (FEIR, p.181).

The construction manager/contractor for construction of the Fulton Street Mall could employ similar measures, as determined to be necessary by the Traffic Engineering Division of the DPT, during site clearance and construction of the mall. (FEIR, p.181).

c. During the construction period, construction truck movement could be permitted only between 9:00 a.m. and 3:30 p.m., [or at other times if authorized by the DPT; this modification was made for the Main Library and Asian Art Museum] to minimize peak-hour traffic (including transit) conflicts. The measure includes coordination with other City agencies to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of this project and any other concurrent projects and coordination with other concurrent construction projects project sponsors to minimize cumulative traffic impacts due to lane closures during construction. (FEIR, p.181).

d. The project sponsors could require construction air quality mitigation including sprinkling the site using reclaimed water, maintaining and operating equipment to minimize exhaust emissions. (FEIR, p.183).

e. The project sponsors could implement Geology/Topography/Hydrology mitigation measures including geotechnical investigation by a California-licensed geotechnical engineer and adherence to the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project; dewatering, sediment traps, settlement markers, and settlement monitoring survey. (FEIR , pp.184-5).

f. The project sponsor could install noise barriers around the site to minimize construction noise. (FEIR, p.184). This measure was rejected by project sponsor for the New Main Library.

g. The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) could be done in such a way as to minimize interference with pedestrian traffic. (FEIR, p.181). This measure is modified by the Fulton Street Mall Design Guidelines which include these considerations and supersede the measure.

The following Mitigation Measure is rejected for the reasons stated.

a. The measure regarding coordination of work schedules for utilities trenching during construction, is rejected because it would be required by the city Committee for Utility Liaison on Construction and Other Projects (CULCOP). (FEIR, p.182).

WHEREAS, the item before the Planning Commission is the inclusion of the Fulton Street Mall Design Guidelines into the General Plan which entails, by itself, no physical action to build the Mall, and because the Mitigation Measures in the EIR have been similarly rejected for the reasons stated above;

THEREFORE BE IT FURTHER RESOLVED, that the Planning Commission finds that adoption of the design guideline will have no specific significant impact on the environment. It should be

noted that the site proposed for the Mall was used as a staging area for and closed during the approximately two-year construction period of construction of the New Main Library without substantial adverse traffic impact; and

THEREFORE BE IT FURTHER RESOLVED, that the Planning Commission finds, however, that the underlying purpose of adopting the guidelines, construction of the Mall, could have the following impacts, if Mitigation Measures included in the EIR are not adopted at the time of construction

1. If the Construction Air Quality Mitigation Measure summarized above were not implemented, construction of the Mall at such time as it might occur could have impacts related to construction dust and emissions from construction vehicles. These impacts would be temporary, confined to the construction period, and the Planning Commission finds they would not be significant for that reason. However, the Commission encourages the decision makers at that time to make the Construction Air Quality Mitigation Measure contained in the EIR, as summarized and referenced above, a condition of approval of construction of the Mall.

2. If the Mitigation Measure regarding potential discovery of artifacts, summarized above, and described in full on EIR pp.179-180, and incorporated by reference herein, were not implemented at such time as the Mall may be constructed, and if construction were to include excavation, then the construction of the Mall could have an adverse impact on artifacts potentially below the surface of the site. This impact could be significant. The Commission urges the decision makers at such time as actual construction of the Mall is before them to make the full mitigation measure contained in the EIR a condition of approval of construction of the Mall; and

THEREFORE BE IT FURTHER RESOLVED, that because adoption of Mitigation Measures and a Mitigation Monitoring Program is premature given that no actual plan for construction of the Mall is before the Commission, as stated above, the Planning Commission finds that future construction of the Mall in accord with the Guidelines before the Planning Commission would have a significant impact on the environment in that potential artifacts from the old City Hall or other periods of San Francisco history or prehistory could be damaged. If the full mitigation measure contained in the EIR is implemented, the construction of the Mall would not have a significant impact; and

THEREFORE BE IT FURTHER RESOLVED, that the City Planning Commission finds that the following benefits are generated by the project:

A. Further strengthening of the Civic Center as the symbolic and ceremonial focus of community government and culture; emphasis of key public buildings in this visually prominent setting through enhancement provided by well-planned open space; maintenance of the formal architectural character of Civic Center in the Larkin and Fulton facades; design of a Civic Center public open space to serve as a gathering place for ceremonial, cultural, recreational and other community activities; provision of a sense of identity and cohesiveness through unifying street

and plaza design treatment; and maintenance of existing streets as vehicular, pedestrian or open space corridors;

B. Continued development of the Civic Center as a cohesive area for the administrative functions of city, state, and federal government, and as a focal point for cultural, ceremonial, and community activities; design of this part of Civic Center to provide convenient access to and circulation within the Civic Center and support facilities and services; location of a public open space that attracts visitors in convenient pedestrian proximity to major public buildings, public transit and off-street parking facilities, all in a manner consistent with San Francisco's General Plan, particularly the Civic Center Area Plan, and Codes;

C. Conversion of an underutilized right-of-way into a vibrant open space ensuring the vitality of the Civic Center by locating and promoting a variety of diverse daytime and nighttime cultural facilities and activities, consistent with the draft Civic Center Study released for public review by the Planning Department in October 1994;

D. Providing the open space link that will create continuous public open spaces from City Hall to Market Street; and

THEREFORE BE IT FURTHER RESOLVED, that this Planning Commission after balancing the unmitigated adverse effects of the Project on the environment and the benefits of the Project including amendment of the Civic Center Area Plan to incorporate the Fulton Street Mall Design Guidelines, concludes that the benefits of the Project override the unmitigated adverse effects of the Project on the environment; and

THEREFORE BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Civic Center Area Plan as identified in Exhibit "B" that incorporates the implementation of the Fulton Street Mall Design Guidelines; and

THEREFORE BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS the Fulton Street Mall Design Guidelines as identified in Exhibit "C"; and

THEREFORE BE IT FURTHER RESOLVED, That the Fulton Street Mall Design Guidelines as identified in Exhibit "C" are referenced in Objective 1, Policy 3 of the Civic Center Area Plan; and

THEREFORE BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on July 25, 1996.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Lowenberg, Marks, Martin

NOES: none

ABSENT: Mills

ADOPTED: July 25, 1996

Note: Additions are underlined, deletions are in ~~strikeout~~.

OBJECTIVE 1 MAINTAIN AND REINFORCE THE CIVIC CENTER AS THE SYMBOLIC AND CEREMONIAL FOCUS OF COMMUNITY GOVERNMENT AND CULTURE.

The symbolic importance of major public buildings has traditionally been expressed through their architectural treatment. This is particularly true of an area such as the Civic Center which brings together in one setting major functions of community life — government and cultural activity. These functions should be treated together in a way that emphasizes their symbolic and ceremonial importance to the community.

POLICY 1 Emphasize key public buildings, particularly City Hall, through visually prominent siting.

The symbolic importance of key public buildings should continue to be emphasized by maintaining them in highly visible settings. New development in or adjacent to the Civic Center should preserve the visibility and dominance of City Hall. Street views should be clear of distracting features and obstructions such as overhead utility lines, overhead pedestrian crosswalks, or buildings over a street right-of-way. Where an existing obstruction exists, such as the Central Freeway, it should be removed if possible, and if not, its presence should be minimized by landscaping and/or by other appropriate screening.

Major civic plazas and open spaces can also emphasize the symbolic significance of buildings. Major open spaces such as the Civic Center Plaza and Fulton Mall should be retained and designed to facilitate ceremonial and civic events appropriate to the Civic Center.

POLICY 2 Maintain the formal architectural character of the Civic Center.

The setting of City Hall and the buildings framing the Plaza and Fulton Street pedestrian mall should be protected through the sensitive massing and height of existing structures.

The core of the Civic Center is composed of classic Greek revival structures of exceptional quality that set the architectural character of the area. The symmetrical arrangement of buildings, uniform height, and application of common building lines and architectural features reinforce the unity of the formal composition. Whenever possible, existing classic buildings should be conserved and rehabilitated rather than replaced. New buildings should be designed to complement the Center's existing architectural character.

POLICY 3 Design Civic Center buildings and open spaces to serve as public gathering

places for ceremonial, cultural, recreational, and other community activities.

Public open areas in the Civic Center should be designed to accommodate both passive individual use and intense community use and intense community use for various civic events.

~~The Fulton Street pedestrian mall should be completed.~~ To complete the primary Civic Center axis from Market Street to City Hall and beyond to the War Memorial Court, and to complement the new Main Library and the Asian Art Museum, Fulton Street between Hyde and Larkin Streets should be designed as a pedestrian mall as per the guidelines adopted by the Planning Commission.

POLICY 4 Provide a sense of identity and cohesiveness through unifying street and Plaza design treatments.

Identity of the Civic Center as the focus of government and culture in San Francisco should be reinforced through the use of common design elements such as sidewalk and street paving, lighting fixtures, landscaping, and street furniture. Related architectural elements such as the color and texture of materials should also be used throughout the area to reinforce its overall unity. Widened pedestrian lanes in front of City Hall and at other locations, with special design treatment related to adjacent uses, would add to the unity and formalism of the Center.

POLICY 5 Maintain existing streets as vehicular, pedestrian or open space corridors.

The development pattern in the Civic Center, based on the grid street system, has created a formal, spatial relationship between the various buildings in the Civic Center. To maintain building identity, the space occupied by the existing streets should remain clear of visual obstructions to provide for a sense of spaciousness and formal organization within the Civic Center area.

Case No. 96.315M

General Plan Amendments for the Mid-Embarcadero and Terminal Separator Structure Replacement Project

SAN FRANCISCO

CITY PLANNING COMMISSION

DRAFT RESOLUTION NO. 14194

WHEREAS, Section 4.105 of the 1996 Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, The Embarcadero and Terminal Separator freeway segments of I-480 were severely damaged by the Loma Prieta earthquake and were subsequently demolished and removed by the California Department of Transportation; and

WHEREAS, In January 1996, by adopting Resolution 100-96, the San Francisco Board of Supervisors selected one of several plans for the Mid-Embarcadero and Terminal Separator Structure Replacement Project as the Preferred Alternative. This Alternative would replace the now demolished mid-section of the Embarcadero Freeway in the vicinity of the Ferry Building with a split surface roadway, as well as supplant the ramp structures in the Fremont, Main and Beale Street area; and

WHEREAS, Certain elements of the Preferred Alternative conflict with existing General Plan policies; and in order to lend support and approve the Project, the Planning Commission would have to consider adoption of several amendments to the General Plan so that the Project would be consistent with the General Plan; and

WHEREAS, The Planning Commission received a request from the Waterfront Transportation Projects Office of the City's Administrator Office to initiate General Plan Amendments so that the Preferred Alternative selected by the Board of Supervisors for the

Mid-Embarcadero and Terminal Separator Structure Replacement Project would conform to the General Plan ; and

WHEREAS, The amendments consist of: 1) deleting text which refers to a paired (versus split) roadway; 2) citing the correct number of lanes of the planned Embarcadero roadway; 3) deleting reference to specifically named streets as locations for signalized pedestrian crossings, in order to provide more flexibility in locating such crossings at other locations as well; 4) rewording the description of the open space in front of the Ferry Building to reflect the proposed open space of the split roadway alternative; 5) deleting an obsolete Map 6, since it shows the now demolished ramps in the Fremont, Main and Beale Street area; and 6) adjusting the size of Rincon Point park, since the size cited does not correspond to the size of the proposed park (Exhibit 1); and

WHEREAS, The Mid-Embarcadero and Terminal Separator Structure Replacement Project is also subject to General Plan Referral under Case No. 96.315R and in the findings of the Referral Case it is presumed that the proposed General Plan Amendments contained in the subject case will be adopted.

WHEREAS, The proposed amendments are found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. They would not adversely effect existing neighborhood-serving retail uses and future opportunities for resident employment in, and ownership of, such businesses;
2. They would have no adverse effect on existing housing and neighborhood character in order to preserve the cultural and economic diversity of our neighborhoods;
3. They would have no adverse effect on the City's supply of affordable housing.
4. They would not impede MUNI transit service or overburden streets and neighborhood parking,
5. They would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.
6. They would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake.
7. They would have no effect on landmarks or historic buildings.
8. They would have no adverse effect on parks and open space or their access to sunlight and vistas, but would adjust the reference to the size of the proposed Rincon Point Park.

WHEREAS, A Final Environmental Impact Report for the Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, File No. 92.202E/94.060E,

(hereinafter "Final EIR") was certified as complete by the Planning Commission on September 12, 1996; and

WHEREAS, Said Final EIR described and analyzed a No Build Alternative and six Build Alternatives, and also discussed and analyzed the impacts of the General Plan Amendments proposed in this Resolution; and

WHEREAS, The Planning Commission has reviewed and considered the information contained in the Final EIR;

WHEREAS, The Planning Commission on September 12, 1996 held a duly noticed public hearing on the proposed General Plan Amendments and considered testimony related to those amendments;

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission does hereby ADOPT the proposed amendments to the General Plan (EXHIBIT 1) AND RECOMMENDS them to the Board of Supervisors for APPROVAL in accordance with the Charter; and

BE IT FURTHER RESOLVED, That the Planning Commission finds the proposed amendments consistent with the eight Priority Policies; and

BE IT FURTHER RESOLVED, That the General Plan Amendments described in this Resolution would allow for the selection and approval of any of the six Build Alternatives described in the Final EIR; and

BE IT FURTHER RESOLVED, That the No Build Alternative is rejected as infeasible because it would result in the greatest number of future cumulative congested downtown traffic intersections of all the Alternatives discussed in the Final EIR; it would result in a future freeway off ramp demand-to-capacity ratio greater than one during the morning peak hour; it would not improve the appearance of the project area; and it would not improve physical and visual access between the downtown and the waterfront; and

BE IT FURTHER RESOLVED, That all of the Mitigation Measures described in the Final EIR, as enumerated in Attachment A, are hereby rejected by the City Planning Commission. With the exception of the Noise Mitigation Measures, all of the remaining Mitigation Measures are rejected as they are within the responsibility and jurisdiction of other public agencies and not the Planning Commission. However, the Planning Commission recommends that all of those Mitigation measures be adopted by the agencies with jurisdiction to adopt them. Regarding the Noise Mitigation Measures, the Planning Commission rejects those measures for the reasons explicitly stated on pages 428A and 428B of the Final EIR, regarding the potential costs and benefits of said measures. Those pages of the Final EIR are incorporated herein by reference. In summary, a noise wall could provide sound protection to the Golden Gate Swim and Tennis Club, at cost of about \$144,000 to \$216,000, and would narrow sidewalks, eliminate street trees, have negative aesthetic effects, and be contrary to the objective of reconnecting the City to the waterfront; and

BE IT FURTHER RESOLVED, That the General Plan Amendments, by allowing for any of the Build Alternatives described in the Final EIR, could result in significant effects on the environment, as described in the Planning Commission Resolution certifying the completion of the Final EIR (Planning Commission Resolution No.14193, adopted on September 19, 1996); and

BE IT FURTHER RESOLVED, That the proposed General Plan amendments, by allowing for the construction of the Build Alternatives described in the Final EIR would have the following benefits: 1) the Project would provide for a net gain of approximately one acre of public open space in the project area, creating a "Central Open Space" area in front of the Ferry Building, and facilitating the creation of Rincon Point Park, by rerouting the roadway inland and allowing for the creation of a park at the water's edge; 2) the Project would improve open space opportunities to residents, workers and tourists by widening the Embarcadero Pedestrian Promenade and implementing the Bay Trail; 3) the Project would make a number of improvements for pedestrians and bicyclists by widening the Embarcadero Pedestrian Promenade and including bicycle lanes in the north and southbound curb lanes; 4) the Project would fulfill the City's urban design objectives of creating a setting that lends importance to the Ferry Building, a Federal and City landmark, and establishing a terminus for Market Street; 5) the Project would reconnect the City with the waterfront by introducing numerous signalized intersection and midblock crosswalks; 6) the Project would improve future levels of service at certain downtown intersections in terms of traffic congestion, relative to the No Build Alternative; and 7) the Project, depending upon the Build Alternative selected, could improve future freeway off ramp capacity to the downtown; and

BE IT FURTHER RESOLVED, That the Planning Commission, after balancing the significant adverse effects on the environment of the Project, and the benefits of the Project, concludes that the benefits of the Project override the significant adverse effects;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this resolution on the adopted amendments and shall certify a copy thereof to the Board of Supervisors and the Mayor.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on September 19, 1996.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Marks, Mills

NOES: None

ABSENT: Commissioners Joe, Lowenberg, Martin

ADOPTED: September 19, 1996

96315M.Res

**Mid-Embarcadero and Terminal Separator Structure Replacement Projects
General Plan Amendments**

EXHIBIT 1

(Note: new text has been underlined; text to be deleted is indicated by strike-out).

Northeastern Waterfront Plan

EMBARCADERO CORRIDOR

OBJECTIVE 27

Embarcadero Roadway

POLICY 1 Realign the Embarcadero roadway between Broadway and Berry Street as follows:

a) Widen the sidewalks in front of Ferry Building to create a major plaza as an appropriate terminus to Market Street. ~~When the freeway is removed reroute the roadway inland to increase the plaza size;~~

b) Reroute the roadway...

POLICY 2 Improve the Embarcadero Roadway as follows:

(a) Provide two to three lanes each for southbound and northbound traffic with right and left turn channelization at selected intersections;

(Sections b) and c) remain unchanged).

d) Provide signalized pedestrian crossings, integrated with transit stops along the Embarcadero. ~~at Bay, Sansome, Filbert, Green, Broadway, Washington, Market, Folsom, and Brannan Streets and on King Boulevard at Second and Fourth Streets.~~ Establish traffic signals and speed limits which give priority to pedestrian movement across the Embarcadero roadway;

e) Light the roadway...

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Ferry Building Area

OBJECTIVE 25

Ferry Building

POLICY 4 ~~Create a plaza for passive recreation uses in front of the Ferry Building between Pier 1 and the Agriculture Building by the removal of parking and the reduction in width to two northbound lanes of the Embarcadero roadway. Design the a grand civic plaza to create a visual setting forecourt for the Ferry Building and a symbolic terminus to Market Street by removing parking in the middle of The Embarcadero roadway. This plaza should be designed to serve a multitude of activities, to re-establish physical and visual connections between the City and the waterfront, and to tie together existing and future open spaces along The Embarcadero, including Justin Herman Plaza. On an interim basis, until the Ferry Building is redeveloped and additional accessory parking provided, widen the sidewalk in front of the Ferry Building as part of a waterfront promenade, develop a smaller plaza directly in front of the building, and permit a single row of parking on either side of the Ferry Building. Use special paving materials for the promenade, the smaller plaza, and the parking row and access lanes so these elements are visually integrated.~~ If found to be feasible after further analysis, extend the California Street cable car down Market Street to the plaza and create a MUNI bus stop adjacent to the east-west axis of the plaza along the Embarcadero. Use street furniture that provides weather protection and install additional ornamental double light fixtures like those presently used along the Embarcadero.

(Amended by Resolution 11882 on 3/1/1990)

Map 6 of the Northeastern Waterfront Plan is proposed to be deleted (See page 3 of this document).

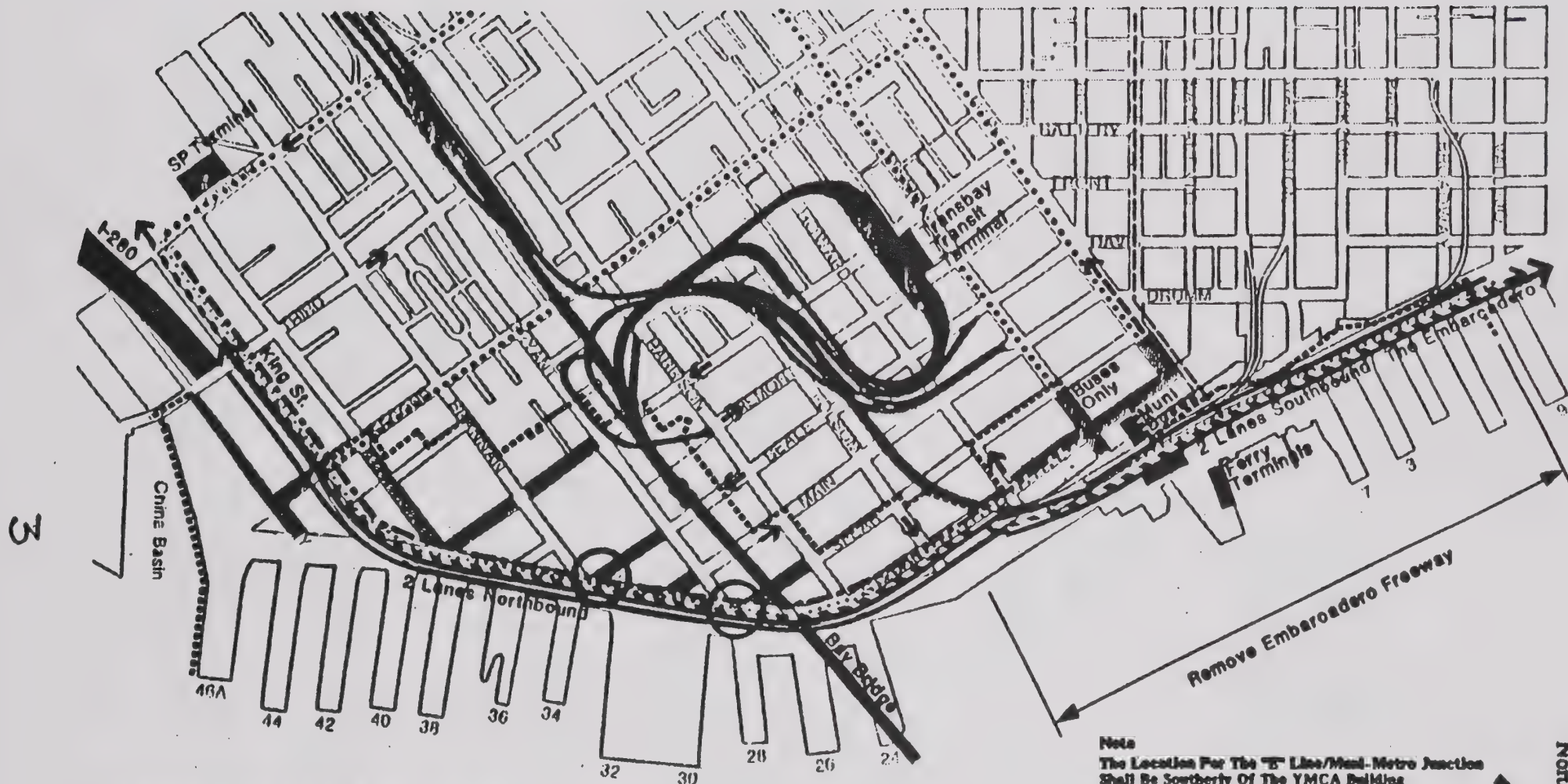
Recreation and Open Space Element

OBJECTIVE 3

POLICY 5

Rincon Point

Create a new ~~four to five acre~~ major public park at Rincon Point at the Base of Folsom Street abutting the seawall and pedestrian promenade by rerouting the Embarcadero to Steuart Street between Howard and Harrison Streets. Orient the park to the Bay and provide large grassy open areas, hard surfaces, and a mixture of facilities to meet the recreation preferences of nearby residents and downtown office workers.



TRANSPORTATION PLAN

- Embarcadero Roadway
- - - Muni-Metro Light Rail Vehicle
- "E" Passenger Rail Line
- - - Freight Rail (Beltline)

- Transit Preferential Street
- One-Way Streets
- ▬ Freeway
- Terminal

- - - Cable Car
- ▨ Closed To Through Traffic
- Improved Intersection Design

Note
The Location For The "E" Line/Muni-Metro Junction
Shall Be Southerly Of The YMCA Building
(Assessor's Block 3715, Lot 7)

Northeastern Waterfront Plan

Map 6

MAP TO BE DELETED

Case No. 96.410M

Resolution adopting General Plan
Amendments allowing General Advertising
Signs on Transit Stations and Public Service
Kiosks in the Northeastern Waterfront Plan
and Mission Bay Plan

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. 14240

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, The Board of Supervisors adopted by Resolution No. 965-85 and consecutive resolutions the Waterfront Transportation Projects for the development and implementation of a series of Waterfront Transportation Improvements including, among other projects, the Muni Metro Extension along The Embarcadero south of the Ferry Building and along King Street (MMX Line) and the F-Market and Wharves Historic Street Car Line (F-Line) along The Embarcadero north of the Ferry Building with a turn-around loop on Beach, Jones and Jefferson Streets; and

WHEREAS, The Public Transportation Commission proposes to amend its Advertising Transit Shelter Agreement to obtain a capital contribution, maintenance and repair at no cost to the City in exchange for the privilege of installing general advertising signs on transit boarding areas along The Embarcadero, on Jefferson and Beach Streets between the Embarcadero and Jones Street, on Jones Street between Jefferson and Beach Streets, and on King Street between The Embarcadero and Sixth Street; and

WHEREAS, The shelters would further the City's Transit First policy and implement another General Plan policy recommending "a convenient and efficient system as a preferable alternative to automobile use" in providing protection from the elements, seating, telephones, and an art component for those using public transit; and

WHEREAS, A similar program has already been in operation throughout the City for many years allowing general advertising signs on transit shelters at a ratio of two shelters with commercial general advertising to one shelter without commercial general advertising; and

Case No. 96.410M

Resolution adopting General Plan
Amendments allowing General Advertising
Signs on Transit Stations and Public Service
Kiosks in the Northeastern Waterfront Plan
and Mission Bay Plan
page 2

WHEREAS, The Northeastern Waterfront Plan of the General Plan of the City and County of San Francisco, adopted on 1-19-1977 by Resolution No. 7643 and amended many times, contains several policies which prohibit new general advertising signs and call for the removal of existing general advertising signs in the Northeastern Waterfront area and particularly in the Fisherman's Wharf area; and

WHEREAS, The Mission Bay Plan, Part 2 of the Central Waterfront Plan of the General Plan of the City and County of San Francisco, adopted on 9-27-1990 by Resolution No. 12040 and amended in 1995, contains Commerce and Industry Design Guidelines which do not allow billboards; and

WHEREAS, On request of the Public Transportation Commission, the Planning Commission considered amendments to the Northeastern Waterfront Plan and Mission Bay Plan which would provide an exemption from the prohibition of general advertising signs and billboards and allow general advertising signs on transit stations in the Northeastern Waterfront Plan and Mission Bay Plan areas; and

WHEREAS, The proposed general advertising signs on transit boarding platforms and transit shelters shall be designed in a manner as to minimize obstruction of public views from pedestrian walkways and public open space and will be limited in number and in size by simultaneously introduced Planning Code amendments; and

WHEREAS, General advertising signs on public service kiosks constructed as part of the previously approved Public Toilet Program would also be permitted as part of the amendments to the Northeastern Waterfront Plan; and

WHEREAS, A Negative Declaration under File No. 96.410E was issued on October 9, 1996 finding that this project could not have a significant effect on the environment. On November 5, 1996, a Memorandum to the File of Case No. 96.410E was issued which concludes that amendments to the Mission Bay Plan, an increase in the number of advertising signs at certain stations and some minor changes in the description of the project would not require supplemental environmental review; and

Case No. 96.410M

Resolution adopting General Plan
Amendments allowing General Advertising
Signs on Transit Stations and Public Service
Kiosks in the Northeastern Waterfront Plan
and Mission Bay Plan
page 3

WHEREAS, The proposed amendments to the Northeastern Waterfront Plan and Mission Bay Plan are consistent with the Priority Policies of Planning Code Section 101.1 in that they would not adversely affect:

existing neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses;

the conservation and preservation of the existing housing and neighborhood character;

the preservation and enhancement of the City's supply of affordable housing;

Muni transit service through commuter traffic or traffic on our streets or neighborhood parking, but enhance Muni service by providing shelters for the convenience of transit riders;

the industrial and service sectors from displacement due to commercial office development, and future opportunities for resident employment and ownership in these sectors;

the greatest possible preparedness to protect against injury and loss of life in an earthquake;

the preservation of landmarks and historic buildings; and,

parks and open space and their access to sunlight and vistas.

WHEREAS, Pursuant to Planning Code Section 340, the Planning Commission held a duly noticed hearing on November 21, 1996, and heard public testimony. Now, therefore be it

RESOLVED, That the Planning Commission finds from the facts presented that the public necessity, convenience and welfare require amendments to the Northeastern Waterfront Plan and the Mission Bay Plan of the General Plan of the City and County of San Francisco allowing general advertising signs on transit shelters and transit boarding platforms, and to the Northeastern Waterfront Plan allowing general advertising signs on public service kiosks; and be it further

Case No. 96.410M

Resolution adopting General Plan
Amendments allowing General Advertising
Signs on Transit Stations and Public Service
Kiosks in the Northeastern Waterfront Plan
and Mission Bay Plan
page 4

RESOLVED, That the Planning Commission adopts said amendments to the General Plan, as shown in the attached Exhibit A, and recommends them to the Board of Supervisors for its approval.

I hereby certify that the foregoing resolution was adopted by the Planning Commission on its regular meeting on November 21, 1996.

Linda D. Avery
Administrative Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Lowenberg, Marks, and Mills

NOES:

ABSENT: Martin

ADOPTED: November 21, 1996

EXHIBIT A

NORTHEASTERN WATERFRONT PLAN

Urban Design

Objective 10 Policy 8 (p. II.7.14)

Prohibit new, and remove existing, general advertising signs, except those on transit boarding platforms and transit shelters designed in a manner as to minimize obstruction of public views from pedestrian walkways and public open space, and those on public service kiosks constructed in conjunction with the public toilet program. Assure that public and private signing contributes to the aesthetic appearance of the waterfront.

Objective 10 Policy 29 (p. II.7.16)

Prohibit general advertising or commercial signs in any public spaces or attached to any buildings, except those on transit boarding platforms and transit shelters designed in a manner as to minimize obstruction of public views from pedestrian walkways and public open space, and those on public service kiosks constructed in conjunction with the public toilet program. Allow only attractively designed identification, directional, regulatory or information signs and general advertising signs, as described above. Permit illuminated signs but prohibit flashing or animated signs.

Fisherman's Wharf Area

Objective 11 Policy 4 (p. II.7.19)

Encourage a use of materials and design of new and existing buildings and public improvements which enhance the area's historic maritime character. Require that any identification signs be subdued and harmonious with this character. Prohibit garish, flashing and general advertising signs, except general advertising signs on transit boarding platforms and transit shelters designed in a manner as to minimize obstruction of public views from pedestrian walkways and public open space, and those on public service kiosks constructed in conjunction with the public toilet program.

MISSION BAY PLAN (Part 2 of the Central Waterfront Plan)

Commerce and Industry Design Guidelines 2.9 (p. 3-78)

Signs on building facades should be limited to the first two stories and should conform to the standards for moderate density neighborhood commercial districts. Building identification signage should be integrated with the design of building entrances.

Billboards are not allowed, except general advertising signs on transit shelters or boarding platforms.

Case No. 96.654M

Amendment of the Recreation and Open Space Element of the General Plan adding a South of Market park site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14288

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a General Plan; and

WHEREAS, Certain portions of the General Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the General Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, Map 9 of the Recreation and Open Space Element, the "Neighborhood Recreation and Improvement Priority Plan" designates the South of Market as a "High Need Area," and Map 4 calls for the City to "Provide New Open Space in the General Vicinity" of the South of Market area; and

CITY PLANNING COMMISSION

Case No. 96.654M

Amendment of the Recreation and Open Space Element of the General Plan adding a South of Market park site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14288

Page 2

WHEREAS, The following site, contained in EXHIBIT A and listed below, is proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

South of Market Park site, including the Bessie Carmichael School Site [AB 3754, lot 16], and Sherman Way between Cleveland and Harrison Streets; and

WHEREAS, Acquisition of the site would create a new park in the South of Market district which is designated as a "High Need Area" due to the area's lack of open space resources, low income, high percentage of senior citizens and other socioeconomic factors; and

WHEREAS, Pursuant to Planning Code Section 302, on December 19, 1996, the Planning Commission held a public hearing in which it initiated a Resolution of Intent to Initiate an amendment of the Recreation and Open Space Element of the General Plan, and adopted Planning Commission Resolution No. 14266; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the General Plan; and

WHEREAS, On January 23, 1997, the Planning Commission held a public hearing and considered testimony related to the proposed General Plan amendment; and

CITY PLANNING COMMISSION

Case No. 96.654M

Amendment of the Recreation and Open Space Element of the General Plan adding a South of Market park site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14288

Page 3

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1, in that

- a. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses;
- b. The project would have no adverse effect on the City's housing stock or on neighborhood character;
- c. The project would have no adverse effect on the City's supply of affordable housing;
- d. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking;
- e. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors;
- f. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake;
- g. The project would have no effect on landmarks or historic buildings;
- h. The project would have no adverse effect on parks and open space or their access to sunlight and vistas, but rather would increase park and open space resources, by creating a new large South of Market Park for area residents and visitors; and

CITY PLANNING COMMISSION

Case No. 96.654M

Amendment of the Recreation and Open Space Element of the General Plan adding a South of Market park site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14288

Page 4

WHEREAS, The Commission finds that the public necessity, convenience and general welfare require the proposed amendment be adopted and desires to adopt it as part of the Recreation and Open Space Element of the General Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed General Plan amendment, has reviewed, considered, and certified the information contained in the South of Market Redevelopment Plan Amendment EIR, prepared for Case No. 94.670E, which considered a proposed General Plan amendment and acquisition of the subject property and found that the project could have no significant effect on the environment;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the General Plan, adding the South of Market site shown in "Exhibit A" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan:"

- a) Bessie Carmichael School site [AB 3754, lot 16] and Sherman Way right-of-way between Cleveland and Harrison Streets;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

CITY PLANNING COMMISSION

Case No. 96.654M

Amendment of the Recreation and Open Space Element of the General Plan adding a South of Market park site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14288

Page 5

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on January 23, 1997.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Lowenberg, Marks, Martin, Mills

NOES: None

ADOPTED: January 23, 1997

San Francisco Planning Department

**Proposal to Amend the Recreation and Open Space Element of the General Plan,
amending Map 4, the "Citywide Recreation and Open Space Plan"**



Proposal to amend Map 4, the "Citywide Recreation & Open Space Plan" to designate the following two sites as "Proposed Public Open Space, Acquire for or Convert to Public Open Space."



Bessie Carmichael School Site, AB 3754 / lot 16



Sherman Way between Cleveland and Harrison Streets

Corrected Copy

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION No. 14324

RECOMMENDING ADOPTION OF AMENDMENTS
TO THE SAN FRANCISCO GENERAL PLAN IN CONNECTION
WITH THE AMENDMENT OF THE RINCON POINT-SOUTH BEACH
REDEVELOPMENT PROJECT AREA AND ADOPTING CERTAIN
FINDINGS IN CONNECTION THEREWITH

WHEREAS, pursuant to the Charter of the City and County of San Francisco, any amendments to the General Plan shall first be considered by the City Planning Commission ("Planning Commission") and thereafter recommended for approval or rejection by the Board of Supervisors; and

WHEREAS, the Rincon Point-South Beach Redevelopment Plan first adopted in 1981 (the "Plan") and most recently amended in 1994 involves a Project Area of approximately 115 acres comprised of two non-contiguous geographic areas along the City's Northeastern Waterfront; and

WHEREAS, in 1995 the Redevelopment Agency ("Agency") executed a Disposition and Development Agreement ("DDA") with The Gap, Inc. ("The Gap") which, among other things, provides for the Agency's acquisition of a portion of Lot 33 within Assessors Block 3741, with funds provided by The Gap for sale to The Gap, for expansion of the DDA office development from approximately 440,000 square feet to approximately 540,000 square feet and provides for the development of the 2.5 acre Rincon Park on the waterfront opposite the development site; and

WHEREAS, an amendment to the Plan to include the subject portion of Lot 33 within the Plan's Project Area would first require amendment of the General Plan; and

WHEREAS, on December 12, 1996 by Resolution No. 14258 the Planning

Commission adopted findings in connection with the proposed Preliminary Plan for the Rincon Point-South Beach Redevelopment Project Area which also included certain proposed amendments to the General Plan to insure consistency of the Preliminary Plan; and

WHEREAS, on February 13, 1997 by Resolution No.14306 the Planning Commission adopted a resolution of intent to initiate amendments to the Downtown Area Plan and the Northeastern Waterfront Plan of the General Plan, which resolution described the proposed amendments to the General Plan and which amendments are attached hereto as Exhibit A ("General Plan Amendments"); and

WHEREAS, on March 6, 1997 by Resolution No. 14323 the Planning Commission has adopted findings in connection with its considerations of, among other things, the General Plan Amendments in connection with the California Environmental Quality Act, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated by reference as if fully set forth; and

WHEREAS, on March 6, 1997, the Planning Commission conducted a duly noticed public hearing on the General Plan Amendments, and received testimony, consulted with the Agency and elected officials and considered facts and testimony presented at such hearing; and

WHEREAS, the Planning Commission hereby finds the proposed amendments to the General Plan are on balance consistent with the eight priority policies of Section 101.1 the Planning Code based upon the following findings:

The proposed General Plan Amendments would have no adverse effect on neighborhood serving retail uses or other opportunities for employment or ownership of such businesses.

The proposed General Plan Amendments would have no adverse effect on the City's housing stock or on neighborhood character and will not adversely effect the cultural or economic diversity of the neighborhoods, particularly in that the amendments relate to an area near the Downtown employment center and, in connection with implementation of the DDA will permit development which will provide additional

funding for the construction of housing and construction of a major open space park. The General Plan Amendments would, therefore, conserve and protect the existing housing and neighborhood character and enhance open space.

The proposed General Plan Amendments would have no adverse effect on the City's supply of affordable housing and, for the reasons set forth in 2, above, the General Plan Amendments taken in conjunction with the DDA will promote the City's efforts to preserve and enhance the supply of affordable housing and publicly accessible open space.

As noted in the Negative Declaration discussed in Resolution No. 14323, the proposed General Plan Amendments would not result in commuter traffic impeding Muni transit service or overburdening of the streets or neighborhood parking.

The proposed General Plan Amendments would not adversely effect industrial or service sector or future opportunities for resident employment or ownership in these sectors and, in connection with the DDA affirmative action program, may enhance such opportunities.

The proposed General Plan Amendments would not adversely effect achieving the greatest possible preparedness against injury and loss of life in the event of earthquake. Any new development permitted under the DDA and the Plan would meet current building code standards designed to provide a reasonable degree of safety in the event of an earthquake.

The proposed General Plan Amendments would not have an adverse effect on landmarks or historic buildings, since none exist in the geographic area of the General Plan Amendments.

The proposed General Plan Amendments would have no adverse effect on parks and open space or their sunlight or their access to sunlight, and in conjunction with implementation of the DDA a major park will be constructed.

NOW, THEREFORE, BE IT RESOLVED THAT the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare

require the proposed amendments to the General Plan attached hereto as Exhibit A and hereby approves said amendments and recommends their adoption by the Board of Supervisors;

BE IT FURTHER RESOLVED THAT the Director of Planning is hereby directed to transmit the General Plan Amendments and the recommendation of the Planning Commission to the Board of Supervisors.

I hereby certify that the foregoing Resolution was adopted by the City Planning Commission on March 6, 1997.

Linda Avery, Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Lowenberg, Martin and Mills.
NOES: None
ABSENT: None.
ADOPTED: March 6, 1997

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Exhibit A

PROPOSED GENERAL PLAN AMENDMENTS TO THE DOWNTOWN PLAN AND
THE NORTHEASTERN WATERFRONT PLAN

A. Northeastern Waterfront Plan

1. Page II.7.24, Block 3741 and 3742, Map 4 which shows the "Ferry Building Area Land Use Plan" is amended to state "Office, retail and meeting rooms use" for Assessor's Block 3741 instead of "hotel complex Alternative Use: housing" and Block 7742 is amendmend to show Commercial: Retail and Restaurant uses.

2. Page II.7.32, "Block 3741 - Policy 1" which states:

"Policy 1

Develop a 400 to 800 room hotel complex. 98 Folsom may be removed if necessary to accommodate the hotel. Retain the existing height limits. In the alternative, develop housing with a density range of 150 to 300 units per acre."

Amend Policy 1 to state:

"Develop a 500,000 to 600,000 square foot commercial office building which may feature ground floor commercial space and meeting rooms and an auditorium."

Delete Policy 2 which states:

"Design the hotel to maximize views and sunlight and minimize wind exposure. Perform wind tunnel and sun studies prior to the final design approval. Locate taller elements as far west and north as possible to reduce shading on the waterfront open space. Locate elevator cores and service areas towards the Embarcadero Freeway to the greatest extent possible to screen noise and minimize impacts on the rest of the complex and open spaces. If feasible, use roof surfaces for gardens, terraces, and balconies. Develop balconies to take advantage of views and break up the building's mass. Use light colors on the building's exterior and encourage bright accents to liven surfaces."

B. Downtown Plan

Page II.1.9 which shows the Downtown Land Use and Density Plan
The Project Area is now shown as blank because it is designated as a P-Public District.
The Land Use Map would be amended to remove the Redevelopment Project area from
the boundaries of the Downtown Land Use Plan, as more specifically described in
"Exhibit B".

Exhibit A

PROPOSED GENERAL PLAN AMENDMENTS TO THE DOWNTOWN PLAN AND THE NORTHEASTERN WATERFRONT PLAN

A. Northeastern Waterfront Plan

1. Page II.7.24, Block 3741 Policy 1 which shows the "Ferry Building Area Land Use Plan" is amendment to state "Office, retail and meeting rooms use" for Assessor's Block 3741 instead of "hotel complex Alternative Use: housing".

2. Page II.7.32, "Block 3741 - Policy 1" which states:

"Policy 1

Develop a 400 to 800 room hotel complex. 98 Folsom may be removed if necessary to accommodate the hotel. Retain the existing height limits. In the alternative, develop housing with a density range of 150 to 300 units per acre."

Amend Policy 1 to state:

"Develop a 500,000 to 600,000 square foot commercial office building which may feature ground floor commercial space and meeting rooms and an auditorium."

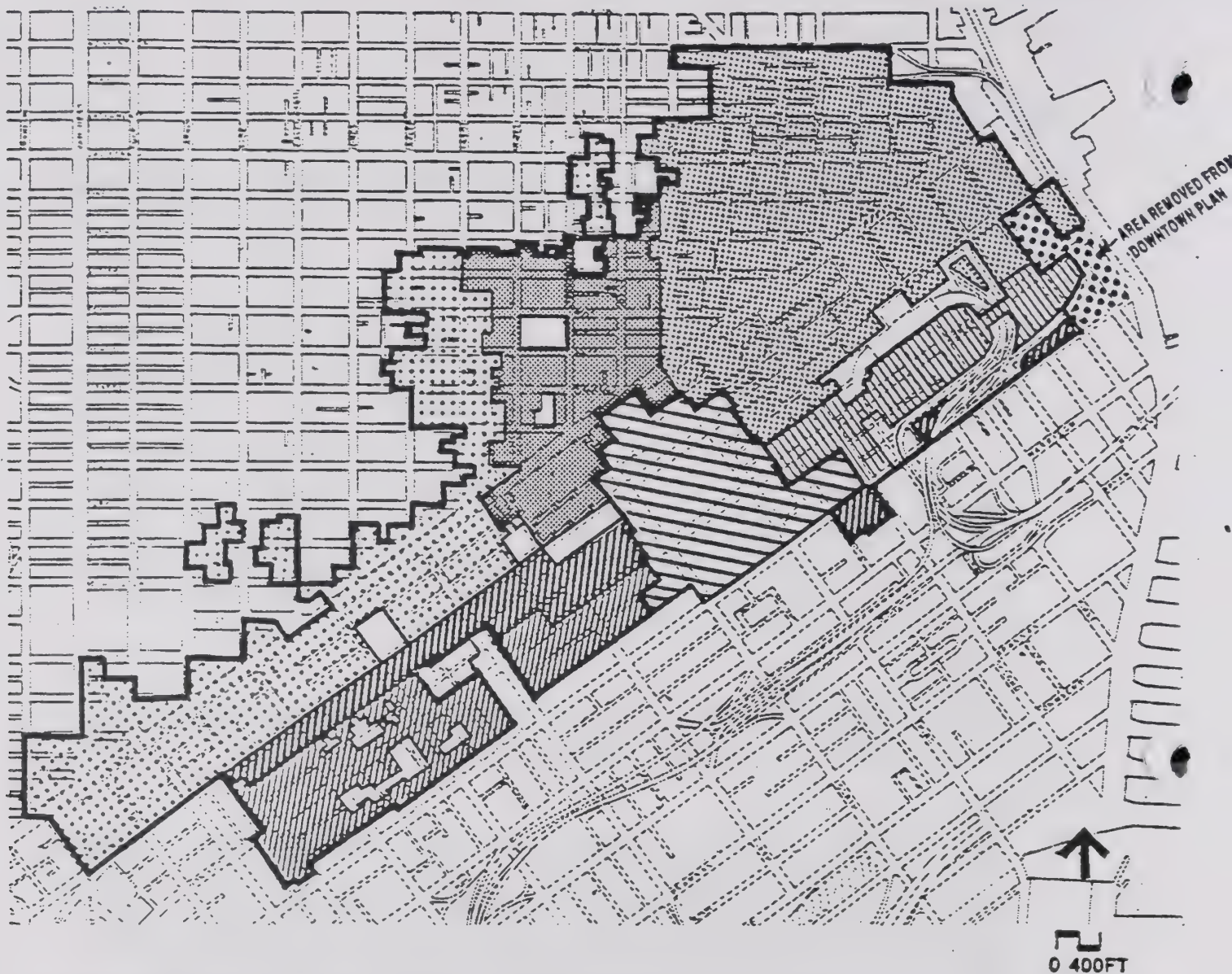
Delete Policy 2 which states:

"Design the hotel to maximize views and sunlight and minimize wind exposure. Perform wind tunnel and sun studies prior to the final design approval. Locate taller elements as far west and north as possible to reduce shading on the waterfront open space. Locate elevator cores and service areas towards the Embarcadero Freeway to the greatest extent possible to screen noise and minimize impacts on the rest of the complex and open spaces. If feasible, use roof surfaces for gardens, terraces, and balconies. Develop balconies to take advantage of views and break up the building's mass. Use light colors on the building's exterior and encourage bright accents to liven surfaces."

B. Downtown Plan

Page II.1.9 which shows the Downtown Land Use and Density Plan

The Project Area is now shown as blank because it is designated as a P-Public District. The Land Use Map would be amended to remove the Redevelopment Project area from the boundaries of the Downtown Land Use Plan, as more specifically described in "Exhibit B".



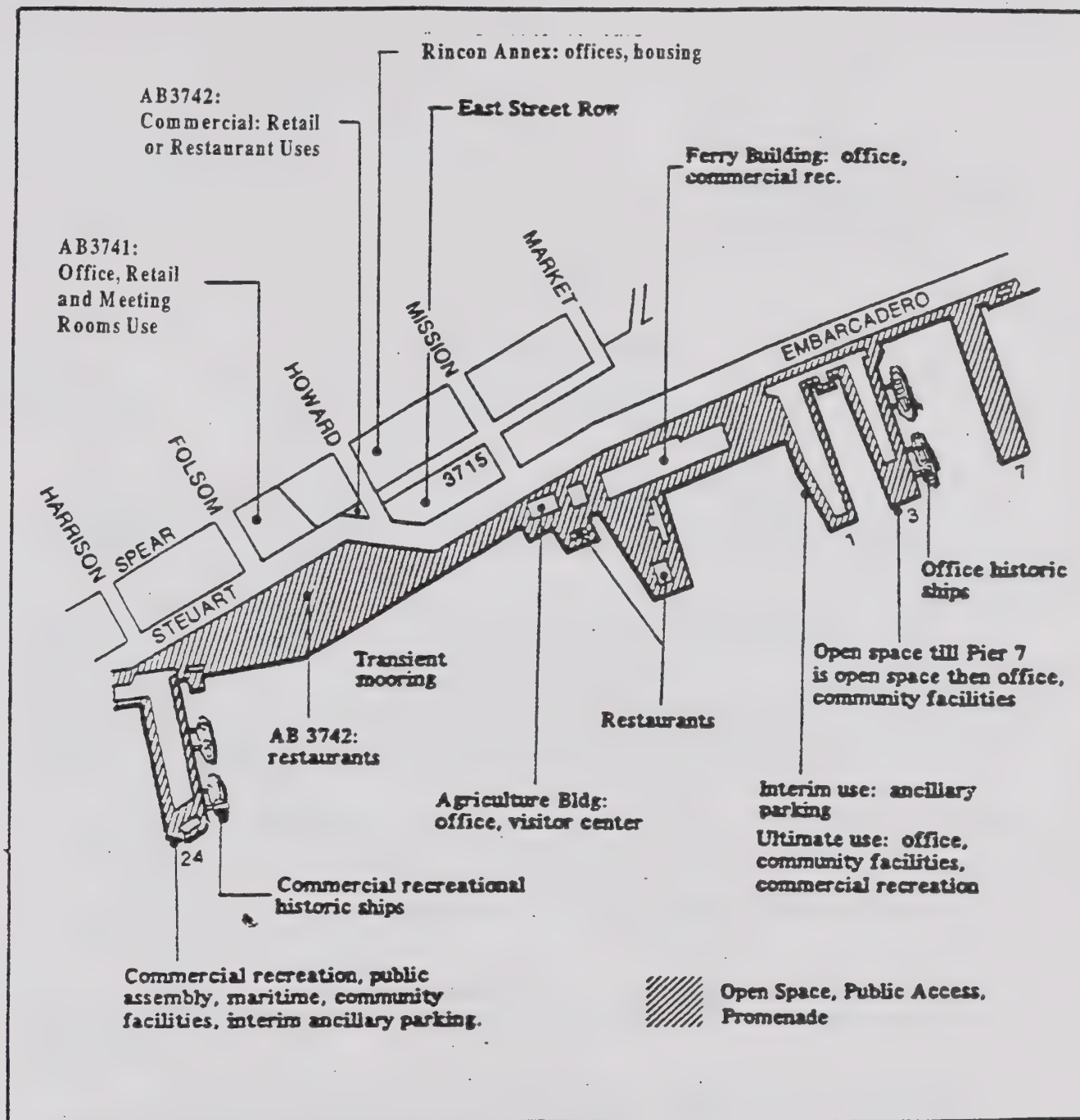
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Map 1

DOWNTOWN LAND USE AND DENSITY PLAN

Predominant Commercial Use Type	Building Commercial Intensity Density* Height	Appropriate Zoning District
Downtown Office	FAR 9:1	C-3-O
Downtown Office	6:1	C-3-O (SD)
Downtown Retail	6:1	C-3-R
Downtown General Commercial	6:1	C-3-G
Downtown Service	5:1	C-3-S
Downtown Service, Industrial Housing Conservation	2:1 office, 5:1 other	C-3-S (SU)
Mixed Use	See Yerba Buena Center Redevelopment Plan	

*Unused FAR may be transferred from preservation sites to development sites up to a maximum FAR of 18:1 in the C-3-O and C-3-O (SD) districts and up to one and one half times the basic FAR in the C-3-R, C-3-G and C-3-S districts. See Preservation of the Part Chapter.



**FERRY BUILDING AREA
Land Use Plan**



Map 4

SAN FRANCISCO
PLANNING COMMISSION
RESOLUTION NO. 14354

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, The Planning Department has undertaken a review of the Community Safety Element of the General Plan, has prepared and presented an informational Summary Background Report describing the risks to San Francisco posed by natural hazards, has prepared proposed revisions to the Community Safety Element which incorporate recent information about natural hazards in San Francisco, the experience of other communities with natural hazards, and changes to state and federal policies concerning natural disasters since the Community Safety Element was first adopted by the Planning Commission in 1974; and

WHEREAS, A Negative Declaration under File 95.679E was issued on April 19, 1996, finding that this project could not have any significant effect on the environment; and

WHEREAS, The proposed amendments to the Community Safety Element are consistent with the General Plan; and

WHEREAS, The proposed amendments to the Community Safety Element are consistent with the Priority Policies of Planning Code Section 101.1 in that they would not adversely affect:

existing neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses;

the conservation and preservation of the existing housing and neighborhood character;

the preservation and enhancement of the City's supply of affordable housing;

Muni transit service through commuter traffic or traffic on our streets or neighborhood parking;

the industrial and service sectors from displacement due to commercial office development, and future opportunities for resident employment and ownership in these sectors;

the greatest possible preparedness to protect against injury and loss of life in an earthquake, however, the revisions to the Community Safety Element will increase public awareness about the risks of natural hazards and provide the City with policies for hazard mitigation, emergency preparedness and response, recovery and reconstruction;

the preservation of landmarks and historic buildings; and,

parks and open space and their access to sunlight and vistas; and

WHEREAS, The Planning Commission held a public hearing on the Draft for Citizen Review on April 18, 1996; and

WHEREAS, The Planning Commission initiated the imposition of amendments to the Community Safety Element of the General Plan of the City and County of San Francisco at a hearing on April 3, 1997; and

WHEREAS, Pursuant to Planning Code Section 340, The Planning Commission held a duly noticed hearing on April 24, 1997, and received public testimony. Now therefore be it

RESOLVED, That the Planning Commission finds from the facts presented that the public necessity, convenience and welfare require amendments to the Community Safety Element of the General Plan of the City and County of San Francisco; and be it further

RESOLVED, That the Planning Commission adopts said amendments to the Community Safety Element, as shown in the attached Exhibit A, and the Community Safety Element, Implementation Programs, as shown in the attached Exhibit B, and recommends them to the Board of Supervisors for its approval.

I hereby certify that the foregoing resolution was adopted by the Planning Commission on its regular meeting on April 24, 1997.

Linda D. Avery
Administrative Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, Lowenberg, and Mills

NOES:

ABSENT: Martin

ADOPTED: April 24, 1997

File No. 96.684M

Resolution Adopting Mission Bay **Plan**

Amendments Related to

Owens, Sixth and Sixteenth Streets

April 24, 1997

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14355

WHEREAS, The Charter of the City and County of San Francisco in Section 4.105 requires that the Planning Department recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, The Planning Commission adopted the Mission Bay Plan of the Central Waterfront Plan, an Area Plan of the General Plan of the City and County of San Francisco, on September 27, 1990 by Resolution No. 12040; and

WHEREAS, On April 1, 1991 the City and the major property owner of land within the Mission Bay Plan Area, Catellus Development Corporation, entered into a Development Agreement for the implementation of the Mission Bay Plan proposed development; and

WHEREAS, The Development Agreement was terminated effective April 14, 1996 without implementation of the Plan and Mission Bay continues to be an underutilized and relatively undeveloped industrial area with no new uses pursuant to the Mission Bay Plan developed since its adoption; and

WHEREAS, The Mayor on November 5, 1996 wrote to the President of the Planning Commission requesting that the Commission direct Planning Department staff to begin reclassification of a site within Mission Bay located at the intersection of Owens, Sixth and Sixteenth Streets to a designation most appropriate for biotechnology research and education in order to accommodate a possible 120,000 square foot medical research laboratory building; and

WHEREAS, The proposed 3.7 acre development site, a portion of Lot 3 of Assessor's Block 3835, lies within the Mission Bay High Density Residential (MB-R-3) District which does not permit office, commercial, light industrial, research and development or educational uses; and

WHEREAS, The MB-CI (Mission Bay Commercial-Industrial) District as set forth in Planning Code Section 913 and the accompanying Table 913 permits institutions and research or testing laboratories as a principal use and is an appropriate classification for biotechnology research and education; and

WHEREAS, the MB-CI District is located adjacent to the proposed research facility site just west of Owens Street; and

WHEREAS, The Planning Department has prepared ordinances which would amend the following provisions of the Planning Code to accommodate a research facility development on the subject property (the Site): (1) Section 913 to describe the MB-CI District as being on Owens Street rather than westerly of Owens Street; (2) amending Section 920 to reduce the housing on Mission Bay Blocks 29, 29A, 34 and 34A and reallocate the 464 dwelling units to other Mission Bay blocks; (3) amending Tables 912, 913 and 914 to allow 2.5 off-street parking spaces per 1,000 square feet of office/commercial/light industrial development as accessory parking for the Site and to retain the 95 foot height limit for the Site; (4) amending Section 962 to allow 2.5 off-street parking spaces per 1,000 square feet of development as accessory parking for the Site; and (5) amending the Zoning Map to reclassify the Site from an MB-R-3 (Mission Bay High Density Residential) District to an MB-CI (Mission Bay Commercial-Industrial) District; and

WHEREAS, The Planning Commission considered the proposed Section 913 use district amendments, Section 920 residential density amendments and Zoning Map amendments, with the exception of the amendments related to height and parking, and initiated those proposed amendments to the Planning Code by Resolution Numbers 14264 and 14265, on December 19, 1996 pursuant to Planning Code Section 302(b) to allow for consideration of these amendments; and

WHEREAS, Subsequent to the December 19, 1996 Commission action to initiate the proposed Sections 913 and 920 Planning Code amendments and the Zoning Map amendment, additional amendments were initiated by the Planning Commission on March 27, 1997 Resolution No. 14344 by for proposed amendments to Tables 912, 913 and 914 and Section 962 of the Planning Code to reflect the retention of the 95 foot height limit and new accessory parking standards for the Site; and

WHEREAS, Amendments to the Planning Code and Zoning Map must be reflected in the Mission Bay Plan and, therefore, amendments to the text, maps and figures of the Mission Bay Plan were initiated by the Planning Commission on March 27, 1997 by Resolution No. 14343; and

WHEREAS, The Department has prepared amendments to the Mission Bay Plan which reflect the requested: (1) Expansion of the Commercial-Light Industrial District to include the property north of Sixteenth Street at Owens and Sixth Streets, a portion of Lot 3 of Assessor's Block 3835 ("the Site"); (2) reallocating residential land use designations and dwelling unit densities from the Site to other areas within the Mission Bay Plan area; (3) removing the shading on the Affordable Housing Diagram showing the Site; (4) increasing the overall amount of Commercial-Light Industrial space in the Plan area from 900,000 to 1,020,000 square feet; (5) retaining the 95 foot height limit for the Site; (6) allowing up to 2.5 off-street parking spaces per 1,000 square feet of office and commercial-light industrial space as accessory parking for the Site; (7) providing for standard City and County of San Francisco subdivision map procedures and requirements for the Site and anticipated development thereon, and, if developed with research laboratory and accessory and related uses, exempting this development from any

required sequencing or linkage requirements; (8) providing for standard hazardous materials remediation procedures in accordance with applicable laws and regulations as required by the relevant regulatory agencies for the Site; and (9) exempting the Site from the area-wide Transportation Management Program for the Mission Bay Plan area; and

WHEREAS, The Planning Commission considered the proposed Tables 912, 913 and 914 amendments and Section 962 amendment to allow up to 2.5 off-street parking spaces for each 1,000 square feet of office/commercial/light industrial development on the Site and to allow the retention of the 95 feet height limit for the Site and also considered the appropriate amendments to the Mission Bay Plan to reflect the proposed Planning Code text and Zoning Map amendments and initiated those proposed amendments on March 27, 1997 pursuant to Planning Code Sections 302(b) and 340 to allow for consideration of these amendments; and

WHEREAS, The Mission Bay Plan in Objective 19 calls for maintaining and enhancing a sound economic base and fiscal structure for Mission Bay and contributing to diversifying San Francisco's economic base, with its Policies 2 and 4 calling for attracting and improving the viability of Mission Bay for new research and development activities; and

WHEREAS, On August 23, 1990, the Planning Commission reviewed and considered the Mission Bay Final Environmental Impact Report (FEIR) and, by Motion No. 12006, found the Mission Bay EIR to be adequate, accurate and objective, and certified the completion of the Mission Bay EIR as in-compliance with the provisions of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, On September 7, 1990, the Planning Commission approved the Mission Bay Plan and related amendments to the Central Waterfront Plan and Elements of the General Plan for the Mission Bay planning area, and as set forth in the "Mission Bay Findings", Attachment A to Resolution No. 12040, as modified in Resolution No. 13017, adopted findings regarding significant environmental impacts, alternatives, mitigation measures and a statement of overriding benefits associated with the Mission Bay project, as required by CEQA; and

WHEREAS, The Mission Bay FEIR is a program-level EIR which analyzes the environmental effects of development within the Mission Bay planning area, and the Office of Environmental Review of the Department published the Mission Bay FEIR Addendum No. 2, File No. 96.684E, dated April 10, 1997 which discusses the site-specific environmental impacts of the project; and

WHEREAS, The Commission has reviewed and considered the information and data contained in the Mission Bay FEIR and FEIR Addendum No. 2 in accordance with the provisions of CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, The Commission believes it desirable to amend the Mission Bay Plan to expand the Commercial-Light Industrial District, to retain the 95 foot height limit for the Site, to increase the overall amount of Commercial-Light Industrial space, to reallocate residential uses and densities to the other blocks within Mission Bay, to allow 2.5 off-street parking spaces per 1,000 square feet of office/commercial/light industrial development as accessory parking for the Site, to modify certain subdivision procedures and sequencing and linkage requirements for the Site and research laboratory and accessory support development, to provide for standard hazardous materials remediation procedures for the Site, and to remove the site from the area-wide Transportation Management Program of the Plan; and

WHEREAS, The proposed amendments are, on balance, consistent with the Priority Policies of Section 101.1 of the Planning Code, based on the following findings:

1. The amendments would not directly affect existing neighborhood-serving retail uses or future opportunities for resident employment in and ownership of such businesses. Expansion of the MB-CI (Mission Bay Commercial Industrial) District would be consistent with Planning Code Section 101.1(b)1 in that it could lead to development providing expanded employment opportunities and employee incomes which would have a beneficial effect on neighborhood-serving retail uses.
2. The amendments would not affect existing housing and neighborhood character as the Site involves an underutilized industrial area with the nearest residents several hundred feet away. The amendments therefore would be consistent with Code Section 101.1(b)2.
3. The amendments would not affect the City's supply of affordable housing because affordable housing originally proposed for this site would be reallocated elsewhere within Mission Bay under the Mission Bay Plan. The amendments therefore would be consistent with Code Section 101.1(b)3.
4. The amendments would not result in commuter traffic impeding MUNI transit service or overburdening our streets or neighborhood parking because increases in commuter, vehicular and pedestrian traffic generated by the development that would be allowed under these amendments would not result in a substantive change to traffic volumes and circulation patterns and adequate parking would be provided on-site. The amendments therefore would be consistent with Code Section 101.1(b)4.
5. The amendments supports development of commercial and industrial uses and therefore promote a diverse economic base and future opportunities for resident employment consistent with Code Section 101.1(b)5.

6. The amendments would promote the development of a commercial industrial building which would meet current seismic safety and other Building Code requirements and thereby would promote the policies of Code Section 101.1(b)6.
7. The amendments do not affect any landmarks or historic buildings and therefore are consistent with Code Section 101.1(b)7.
8. Mission Bay building massing and design guidelines were developed to protect planned parks and open space and their access to sunlight and vistas, and any development under these amendments would have to meet those building massing and design guidelines and therefore would be consistent with Code Section 101.1(b)8; and

WHEREAS, Pursuant to Planning Code Section 340, the Planning Commission held a duly noticed public hearing on April 24, 1997, and heard public testimony and considered these amendments to the Mission Bay Plan; and

THEREFORE BE IT RESOLVED, That the Planning Commission, having reviewed and considered the Mission Bay FEIR, the Mission Bay Findings as set forth in Attachment A to Resolution No. 12040 and modified in Resolution No. 13017, and the FEIR Addendum No.2, regarding significant environmental impacts, alternatives, mitigation measures and a statement of overriding benefits, hereby adopts the following findings:

- a. The Project is included within the scope of the development analyzed in the Mission Bay FEIR.
- b. No subsequent or supplemental EIR is required, for the reasons set forth in the FEIR Addendum No.2 and for the reasons set forth in subsections (c) through (f) below.
- c. No substantial changes are proposed or have occurred in the overall Mission Bay Project, including these amendments, that would require major revisions to the Mission Bay FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- d. No substantial changes have occurred with respect to the circumstances under which the overall Mission Bay Project, including these amendments, is being undertaken due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- e. No new information of substantial importance, which was not known and could not have been known through the exercise of reasonable diligence at the time the Mission Bay FEIR was certified as complete, shows any of the following: (1) The

Project, including these amendments, would have one or more significant effects not discussed in the Mission Bay FEIR; (2) Significant effects previously examined in the Mission Bay FEIR would be substantially more severe than shown in the Mission Bay FEIR; (3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponent declines to adopt the mitigation measure or alternative; or (4) Mitigation measures or alternatives which are considerably different from those analyzed in the Mission Bay FEIR would substantially reduce one or more significant effects on the environment, but the Project proponent declines to adopt the mitigation measure or alternative.

- f. The Mission Bay FEIR Addendum No.2 does not raise important new issues about the significant effects of the Project, including these amendments on the environment.
- g. The Mission Bay FEIR and the FEIR Addendum No.2 reflect the independent judgment of the Planning Department.
- h. The Commission hereby incorporates by reference the Mission Bay Findings, as set forth in Attachment A to Resolution No. 12040 and modified in Resolution No. 13017 as if fully set forth herein, except as modified hereby.
- i. In accordance with the Mitigation Monitoring Program, mitigation measures are to be implemented in connection with development activities, such as prior to the issuance of building permits, prior to the approval of subdivision maps, or at other times specified in the Mission Bay Specific Plan. No mitigation measures were required to be implemented at the time of plan adoption, and none are therefore required to be implemented at the time the current amendments are adopted.
- j. Standard industry practice with regard to the identification and remediation of hazardous wastes has evolved in the time since the Mission Bay Findings were adopted. The plan amendments require that hazardous waste investigation and remediation of the Project site proceed in accordance with applicable laws and regulations as required by the relevant regulatory agencies. The Mission Bay Findings' mitigation measures listed below which are related to hazardous waste are rejected for the following reasons:
 - (1) The information that would have resulted from Mitigation Measures N.1 (Comprehensive Area wide Survey) and N.2 (Investigation Plan) will be generated and made available to local and regional agencies with jurisdiction (DPH, SWQCB) pursuant to applicable laws and regulations

governing hazardous waste investigation, as reflected in the plan amendment.

- (2) The end result of Mitigation Measures N.3, N.3a, N.3b, N.3e, N.3f and N.3g (Site Remediation Plan) will be accomplished on the Project site pursuant to applicable laws and regulations governing hazardous waste remediation, as reflected in the plan amendment.
- (3) Measure N.3c (Secure Areas) would remain in effect, to be implemented at the appropriate time as identified by the relevant regulatory agencies.
- (4) Measure N.3d (Letter of Credit) was a general recommendation related to site investigation and clean-up for the Project. The FEIR provides that site investigation and remedial work, if necessary, shall comply with the laws in effect at the time of implementation. Measure N.3d is inapplicable to the proposed plan amendments in light of the applicable laws and regulations governing hazardous materials remediation that are currently in effect, as reflected in the plan amendments.
- (5) Substantive aspects of Measures N.5a, N.5b, N.5d, and N.5e (Health and Safety Measures) will be incorporated as needed into any clean-up or remediation plan in accordance with applicable laws and regulations governing hazardous materials remediation, as reflected in the plan amendments.

- k. Development contemplated under the Mission Bay Plan has not occurred, and the transportation infrastructure envisioned in the original area-wide Transportation Management Program (TMP) is not yet in place. The plan amendments therefore exempt the Project site from the area wide TMP, and Mitigation Measure E.5 (Area Wide TMP) is hereby rejected. To achieve substantially the same results in the context of the Project site, the City would require that a site-specific TMP be prepared prior to the first Certificate of Occupancy for the Project site, and updated the earlier of every four years, or when any additional Certificates of Occupancy are issued for development on the site. Requirements and objectives of the site specific TMP would be substantially the same as those included in City Planning Code Section 163. Mitigation Measure E.14d (public transit and ridesharing) will be addressed in the site-specific TMP.

AND BE IT FURTHER RESOLVED, That the Planning Commission having reviewed and considered the Mission Bay FEIR and FEIR Addendum No. 2 and other materials pertaining to these amendments and having considered this proposal at a public hearing on April 24, 1997,

finds from the facts presented that the public necessity, convenience and general welfare require amendments to the Mission Bay Plan of the General Plan of the City and County of San Francisco to expand the Commercial-Light Industrial District to include the property north of Sixteenth Street at Owens and Sixth Streets (the Site), to retain the 95 foot height limit for the Site, to increase the overall amount of Commercial-Light Industrial space from 900,000 to 1,020,000 square feet, to reallocate residential uses and densities from the Site to the other blocks within Mission Bay, to allow 2.5 off-street parking spaces as accessory parking for the Site, to provide for standard City and County of San Francisco subdivision map procedures for the Site, to impose standard subdivision requirements and procedures for the Site and anticipated medical research and accessory development thereon, to provide for standard hazardous materials remediation procedures for the Site, and to exempt development on the Site from the area-wide Transportation Management Program of the Plan;

AND BE IT FURTHER RESOLVED, That the Planning Commission hereby adopts the amendments to the Mission Bay Plan contained within the proposed Mission Bay Plan Amendments, Owens, Sixth & Sixteenth Streets, dated April 10, 1997 and attached to this resolution as Exhibit A, and recommends them to the Board of Supervisors for their approval.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission on April 24, 1997.

Linda Avery
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, Lowenberg and Mills

NOES: None

ABSENT: Commissioner Martin

ADOPTED: April 24, 1997

April 10, 1997

**PROPOSED MISSION BAY PLAN AMENDMENTS
FOR SIXTEENTH, OWENS and SIXTH STREETS
Case No. 96.684M**

Please note that additions are noted by underline text and deletions are noted by strike out (~~strike-out~~) text.

MISSION BAY PLAN, CHAPTER 3

1. Page 3-1, 2nd paragraph should be amended as follows:

Mission Bay will be a highly urban, mixed-use neighborhood as the Land Use Plan (Figure 5) shows. Integrated in the City's street system and open space network, it will add about 8,500 new housing units to the City's housing supply, 4.8 million square feet of office space and ~~900,000~~ 1,020,000 square feet of commercial-light industrial space as Table 3-1 shows. In addition, there will be about 68 acres of public open space and parks and 14 acres for public facilities including a school, fire and police stations, and recreation and cultural centers. Small and large scale retail of about 750,000 square feet will be located on a neighborhood shopping street and on Third Street, a city serving thoroughfare. A new hotel with 500 rooms can be built along China Basin Channel. The plan includes an area for a sports/entertainment arena or other public facilities and another site for a MUNI Metro storage and maintenance yard.

2. Page 3-2, Table 3-1, Mission Bay Land Development Program, should be amended as follows:

- In the "Housing and Live Work Unit Total" category, change the Housing Acreage from ~~100.0~~ acres to 96.3 acres;
- Change City of S.F. - Affordable Housing Units Acreage from ~~25.8~~ acres to 23.7 acres;
- Change Catellus and Other - Affordable and Market Rate Housing Units Acreage from ~~74.2~~ acres to 72.8 acres;
- Change Commercial - Light Industrial Amount from ~~900,000~~ sq. ft. to 1,020,000 sq. ft. and Acreage from ~~7.5~~ acres to 11.2 acres; and
- At bottom of page, change double-asterisked footnote to read as follows:
 - ** The City and Catellus between them will provide an additional approximately 250 affordable housing units associated with residential and non-residential sites. Further, the City's 2,300 housing units includes 266 units, and Catellus' 5,970 housing units includes 198 units, on other residential and non-residential sites.

3. Following Page 3-2, Figure 5, Land Use Plan:

Change Color Shading for subject property at Owens, Sixth and Sixteenth Streets from Yellow (Residential) and Red (Retail-Residential) to Beige (Commercial-Light Industrial).

4. Page 3-4, Figure 6, The Mission Bay Plan Illustrative:

Change Color Shading for the subject property at Owens, Sixth and Sixteenth Streets from Yellow (Residential) and Red (Retail-Residential) to Beige (Commercial-Light Industrial), and change illustrative building forms to reflect commercial-light industrial land use.

5. Page 3-10, last paragraph:

Office and residential buildings north of the Channel may reach a maximum of 110 feet in height. However, height variations are required, precluding buildings from dominating adjacent South of Market streetscapes and existing buildings. New commercial-light industrial buildings between I-280 and new housing on Owens and Sixteenth Streets are limited to a maximum of 85 feet or, for the Site zoned MB-CI north of Sixteenth Street at Owens and Sixth Streets, 95 feet in height with the majority of the building volume being 55 feet or lower. Across the street from and alongside these office and commercial-light industrial buildings, residential structures will respond to the height of neighboring buildings. Residential buildings next to open space or parks are to be lowrise to be compatible in scale to these public areas.

6. Following Page 3-10, Figure 8, Building Density Plan:

Change Color Shading for the subject property at Owens, Sixth and Sixteenth Streets from Yellow (Residences, Dwelling Units per Acre, Over 100) and Red (Commerce and Industry, Maximum Floor Area Ratio, 1.0) to Beige (Commerce and Industry, Maximum Floor Area Ratio, 3.0).

7. Following Page 3-12, Figure 9, Residential Density Plan:

- Change Blocks 29, 29A, 34 and 34A as follows:

<u>Block #</u>	<u>Acreage</u>	<u>DU</u>	<u>DUA</u>	<u>Pop</u>
29	1.76	241 <u>47</u>	137 <u>27</u>	482 <u>94</u>
29A	1.34	162 <u>34</u>	121 <u>90</u>	324 <u>68</u>
34	1.97	298 <u>294</u>	152 <u>77</u>	596 <u>588</u>
34A	1.60	210 <u>72</u>	131 <u>82</u>	420 <u>144</u>

Change Notes as follows:

Notes: D = Dwelling; U = Units; A = Acre; DUA = Dwelling Units Per Acre; These block sizes may change when Tentative Maps are finalized. Population is based on an average of two persons per household. Actual population per block will vary according to unit size, household demographics, availability of subsidies, and ultimate density per block. "A" denotes specific sites for ~~2,200~~ 1,934 affordable units. Another 700 affordable units will be located in other market-rate housing blocks. A total of another 70 units may be added in any block or blocks by Catellus, provided that the Design Guidelines are met. A total of 100 units may be added by the City, in City owned affordable blocks, subject to the design guidelines. An additional ~~250~~ 516 affordable units and 198 market rate units may be added by the City and Catellus on residential and non-residential sites south of the Channel, subject to the Design Guidelines.

8. Page 3-14, 1st paragraph:

The densities shown on Figure 9 represent both a maximum and a minimum. However, it may not always be appropriate to build precisely the indicated number of units on a given lot. For example, the project may be an elderly project calling for a larger number of small units or it may be a family oriented project with fewer but larger units. To provide flexibility, densities on a specific site may be 10% greater than or 10% less than the number specified in Figure 9 provided that an increase (or decrease) in one parcel is compensated for by a decrease (or increase) in other parcels. A total of another ~~175~~ 441 affordable units may be added in any block or blocks ~~designated "A"~~, and a net total of another ~~70~~ 268 market rate units and 125 affordable units may be added in any other block or blocks other than those designated "A", provided that, in all cases, the design guidelines are met.

9. Page 3-15, 1st column, 5th paragraph:

Housing will also be included within various residential and non-residential sites south of the Channel. Additional units (up to ~~250~~ 714) can be accommodated in association with other uses on these sites.

10. Page 3-15, next to last paragraph:

Of the about 8,500 new units, approximately 3,250 are to be affordable. On Project Sponsor property conveyed to the City (about 26 acres), the City will be responsible for constructing 2,300 units (100 of which will be subsidized by the Project Sponsor); while the Project Sponsor will develop 700 affordable units to be built as part of other market-rate residential blocks. The affordable housing sites for ~~the 2,300~~ 2,034 units are shown below. An additional approximately ~~250~~ 516 affordable housing units will be provided by the City and Catellus on residential and non-residential blocks south of the Channel, as will 198 market rate units by Catellus. Included in the 8,500 units are up to 150 live-work units to be located in about 75,000 square feet along the Third Street corridor. About half of the City's Mission Bay affordable housing units are planned as three- and four-bedroom units.

[Please Note: the shading of the Affordable Housing Diagram on page 3-15 of the Plan would be amended to reflect the designation of the Site to the MB-CI District.]

11. Following Page 3-21, Figure 10, Residential Building Types:

Delete Yellow Color Shading (4-8 Story Apartments Plus 1 or 2 Levels of Parking Screened by Housing, with Courtyards Above Parking) for the subject property at Owens, Sixth and Sixteenth Streets.

12. Page 3-25, Figure 11, Required Mid-Block Lanes and Mid-Block Parks:

Relocate Mid-Block Lane on Sixteenth Street west of Owens Street so as to abut the subject property at Owens, Sixth and Sixteenth Streets on the east.

13. Page 3-65, 1st paragraph:

Employment opportunities in Mission Bay will be varied and numerous. Commercial and light industrial uses will contribute to the stability of traditional employment and service; research and development uses will offer flexibility for job growth. Nearly 4.8 million square feet of back office space will be built on both sides of King Street north of the Channel. ~~Up to 900,000~~ About 1,020,000 square feet of service, office, and/or light industry space will occupy the land next to the I-280/CalTrain/MUNI right-of-way and along Owens Street. In small shops and larger stores, about 750,000 square feet of retail will be distributed around Mission Bay. About 23,500 permanent private sector jobs will be available here.

14. Page 3-66, 2nd column, 1st paragraph:

~~Up to 900,000~~ About 1,020,000 square feet of service, office, research and development, large scale retail and institutional and/or light industrial space can be developed on about eight acres between Owens Street and the I-280/CalTrain/MUNI Metro corridor. Here, four to six story buildings will be designed with below-grade parking and/or abovegrade parking structures. Another 3.7 acres are available for commercial-light industrial buildings and parking east of Owens Street.

15. Following Page 3-66, Figure 14, Commerce and Industry Plan:

- Delete Red (Incidental Neighborhood Support Retail, Illustrative Only) Shading and add Beige (Commercial-Light Industrial) Shading for the subject property at Owens, Sixth and Sixteenth Streets; and
- Add Block Numbers 29, 29A, 34 and 34A.

16. Page 3-73, last paragraph:

The total permitted development in the commercial-light industrial district (Block 45 and portions of Blocks 29, 29A, 34 and 34A as shown on Figure 14) is ~~900,000~~ 1,020,000 square feet (or an

FAR of 3.0: 1) and the maximum number of permanent parking spaces permitted is ~~960~~ 1,200. Artist live/work units may be in addition to this floor area. The volume of the permitted commercial-light industrial space and above-grade parking should be fairly evenly distributed throughout the district in order to meet the guidelines below regarding height, continuity of street wall and lot coverage.

17. Page 3-76, 2nd paragraph:

The maximum allowable height in the commercial-light industrial district is six floors, not to exceed 85 feet or, for the site zoned MB-CI north of Sixteenth Street at Owens and Sixth Streets, 95 feet. There is no specific bulk limit. However, the amount of development permitted in this area should be sited and massed in such a manner that the portions of structures above the elevated freeway structure do not form a wide wall but rather provide ample openings for views beyond the buildings from the freeway.

18. Page 3-79, 1st paragraph:

The rear of the buildings along Owens Street ~~will~~ that face onto the CalTrain and MUNI Metro tracks ~~and~~ will be the principal view of Mission Bay for many transit passengers. Because of this, greater attention should be given to the building design and landscaping at the rear of the buildings than would ordinarily be the case.

19. Page 3-79, 3rd paragraph, Amount of Parking:

The amount of permitted parking is one parking space for each 1000 square feet of office and commercial-light industrial development, or, for the site north of Sixteenth Street at Owens and Sixth Streets, zoned MB-CI, 2.5 spaces per 1,000 square feet of office and commercial-light industrial space. Permitted parking may be located underground, in surface lots, above grade in office or commercial-industrial buildings, or in above grade parking structures.

20. Page 3-81, 4th paragraph:

The open space for the office district may be on the same site as the building generating the open space, or if better open spaces can be created by aggregating the open space requirements of several sites, on another development site in the office district. The open space requirements of buildings ~~west of on~~ Owens Street may be satisfied by the development of the linear park on the east side of Owens Street.

21. Page 3-111, 1st column, last paragraph:

Commuter trips to Mission Bay workplaces are expected to be made on multiple modes of transportation. At build-out commute trips by private automobiles are expected to be only about one third of total commute trips. Therefore, only one parking space per 1,000 gross square feet of office and commercial-light industrial space or, for the site zoned MB-CI north of Sixteenth

Street at Owens and Sixth Streets, 2.5 parking spaces per 1,000 gross square feet of office and commercial-light industrial space (a total of 4,800 spaces for office, ~~900~~ 1,200 spaces for commercial-light industrial) may be provided. Parking structures on King Street may be used as parking for major public assembly events, if needed. Similarly, parking in other structures around the site may be used for multiple uses. During rush hours, the parking lanes on King Street may become travel lanes in the peak direction flows. Long-term parking for downtown commuters will not be provided in Mission Bay.

22. Page 3-124, 1st paragraph:

Owens Street will function as an open space buffer between commercial-light industrial uses and housing. Each entrance to a light industrial building on its west side should be opposite the terminus of a neighborhood cross street. The predominantly residential east side of the street will have a 28 foot landscaped park pathway with a meandering jogging path/sidewalk and seating areas (see Open Space Design Guidelines, Park Pathway). On the ~~commercial-light industrial edge~~ east side, small street trees should occur in the sidewalk corridor. The variation in the street trees used will create a different pedestrian character for each side of Owens Street.

MISSION BAY PLAN, CHAPTER 4

23. Page 8, 2nd paragraph:

A Master Tentative Subdivision Map will show the new street grid and the sites for all parks and public improvements and all residential, commercial and retail uses consistent with the Specific Plan. The Commercial-Light Industrial site at Owens and Sixth Streets north of Sixteenth Street, however, will be subdivided according to standard City procedures notwithstanding the Subdivision Map Process described in this section, and if developed with research laboratory and accessory and related uses will be exempt from any required sequencing or linkages.

24. Page 15, 4th paragraph:

Owens Street, the major western roadway within the plan area, will be constructed between Sixteenth Street and the Channel as part of the first second subdivision which has frontage on Owens north of Sixteenth Street. If, however, King Street has not been completed at that time, then the Project Sponsor will need only to provide security for the construction of Owens Street. In that case, Owens Street will have to be constructed when King Street was completed.

25. Page 18, add to the end of the page:

The provisions of this Section 3 shall not apply to the site north of Sixteenth Street at Owens and Sixth Streets zoned MB-CI. The investigation and remediation of this site will proceed in accordance with applicable laws and regulations as required by the relevant regulatory

agencies.

26. Page 36, after the 2nd paragraph and before the lettered goals:

The Transportation Management Program specified in this section shall not apply to the site north of Sixteenth Street at Owens and Sixth Streets zoned MB-CI.

NOTE: NO CHANGES PROPOSED TO CHAPTER 4 re ENERGY (p. 56 et seq), or WATER (p. 65, 66).

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Case No. 97.118M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan" of the Recreation and Open Space Element of the General Plan

SAN FRANCISCO

CITY PLANNING COMMISSION

Resolution No. 14363

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a General Plan; and

WHEREAS, Certain portions of the General Plan may over time become obsolete; and

WHEREAS, The Planning Commission adopted the Recreation and Open Space Element of the General Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The Planning Commission amended the Recreation and Open Space Element of the General Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The Planning Commission amended the Recreation and Open Space Element of the General Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The Recreation and Open Space Element of the Master Plan was amended by City Planning Commission Resolution No. 14103 on April 26, 1996, amending Map 9, the, the "Neighborhood Recreation and Open Space Improvement Priority Plan," designating portions of Visitacion Valley and the Excelsior neighborhoods around McLaren Park as a "High Need area, due to changes in socioeconomic and demographic conditions, including a high percentage of persons with low household income, a high percentage of children under 5, a high percentage of children 6-13, a high percentage of senior citizens [age 65 and above], and a high percentage of youth 14-20 [not earlier considered in the Element]; and

CITY PLANNING COMMISSION

Case No. 97.118M

Amendment of Map 4, the "Citywide Recreation and Open Space Plan" of the Recreation and Open Space Element of the General Plan

Resolution No. 14363

Page 2

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 [now Charter Section 16.107] establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, In the 1997-1998 Program year, two sites have been proposed for acquisition, but the sites are not designated in the Recreation and Open Space Element as "Proposed Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan;" and

WHEREAS, The two sites, listed below and shown in EXHIBIT A are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" as part of Case 97.118M:

- a. Edgehill Mountain Open Space Extension,
AB 2923, Lot 67, and AB 2934, Lots 10-13, 21;
- b. Esprit Park,
AB 4061, lot 2; and

WHEREAS, The proposed General Plan amendment and the acquisition of the two sites would result in conversion of one site which was developed as a privately owned park [Esprit Park] into public open space, and enlargement of a second publicly owned open space [Edgehill Mountain open space] and would protect the property from potential development, in an area that has been subject to slope instability; and

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WHEREAS, There is significant support in the Potrero Hill and Edgehill Mountain neighborhoods on the proposed amendment of Map 4, the "Citywide Recreation and Open Space Plan to designate the two sites for acquisition as public open space," and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1, in that:

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.
2. The project would have no adverse effect on the City's housing stock or on neighborhood character. However, if the sites are acquired as open space, they could not be developed with housing.
3. The project would have no adverse effect on the City's supply of affordable housing.
4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking.
5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.
6. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. Acquisition of additional property on Edgehill Mountain would also create additional public open space adjacent to existing public open space, and reduce the potential for landslides due to development on the steep hillside.
7. The project would have no effect on landmarks or historic buildings.

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8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas. By allowing for acquisition and development of additional public open space, the project would have a beneficial effect on the City's Parks and public open space; and

WHEREAS, Pursuant to Planning Code Section 340, on March 20, 1997, the Planning Commission adopted CPC Resolution No. 14333, initiating an amendment to the Recreation and Open Space Element of the General Plan, under Case 97.118M; and

WHEREAS, Pursuant to Charter Sections 4.105 and 16.107, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the General Plan, which hearing was held on May 1, 1997; and

WHEREAS, On May 1, 1997, the Planning Commission held a public hearing and considered testimony related to the proposed amendment; and

WHEREAS, The Commission deems the proposed amendment to be appropriate and desires to adopt it as part of the Recreation and Open Space Element of the General Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed General Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under the General Rule Exclusion (State Guidelines Section 15061 (b)(3));

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the General Plan, adding the two sites shown in Exhibit A to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan;"

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AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on May 1, 1997.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, Lowenberg,

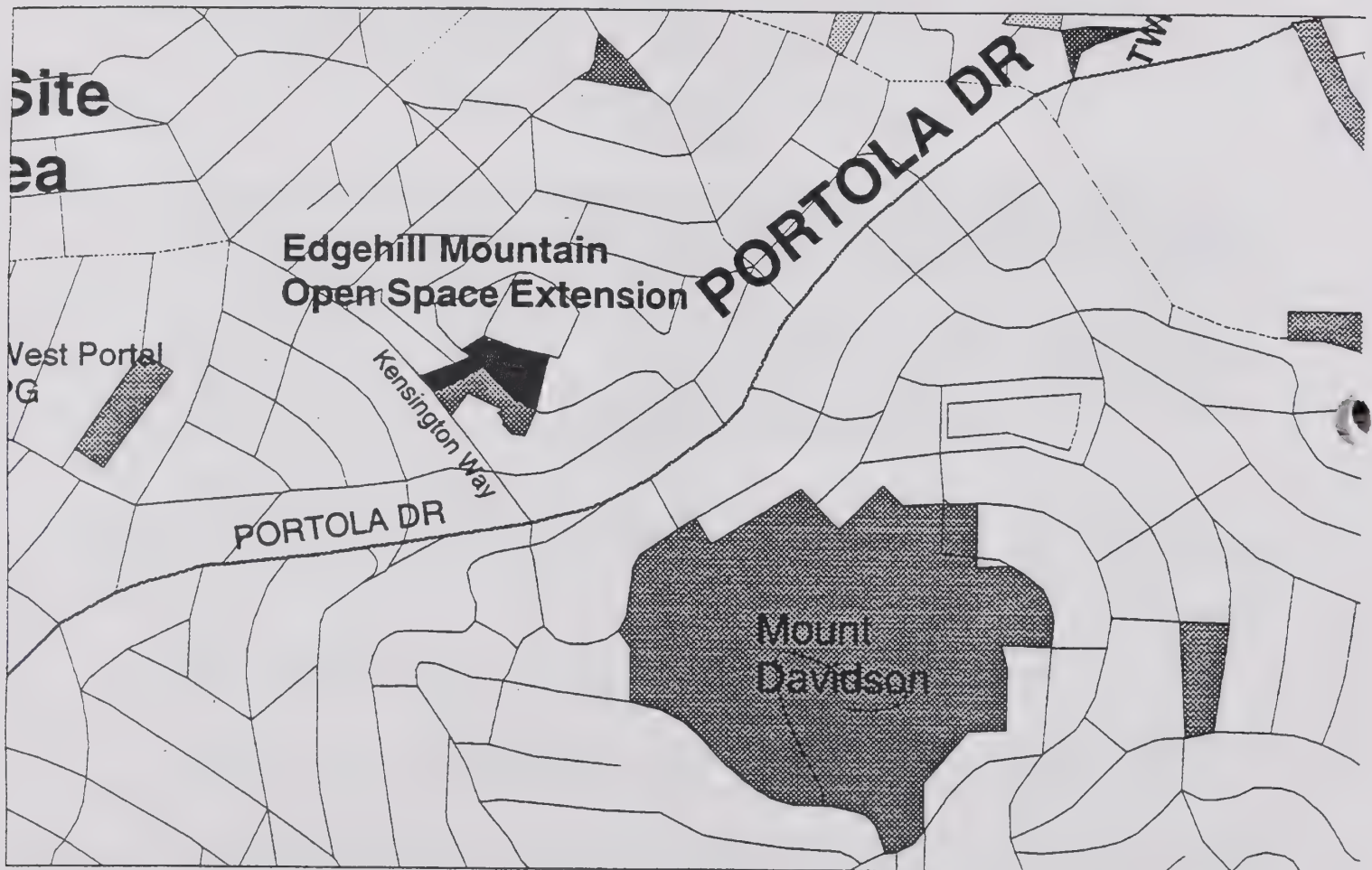
NOES: None

ABSENT: Martin, Mills,

ADOPTED: May 1, 1996

Case No. 97.118M

Proposed Amendment of Map 4 of the Recreation and Open Space Element
of the General Plan



Proposal to designate site as
"Proposed Public Open Space"

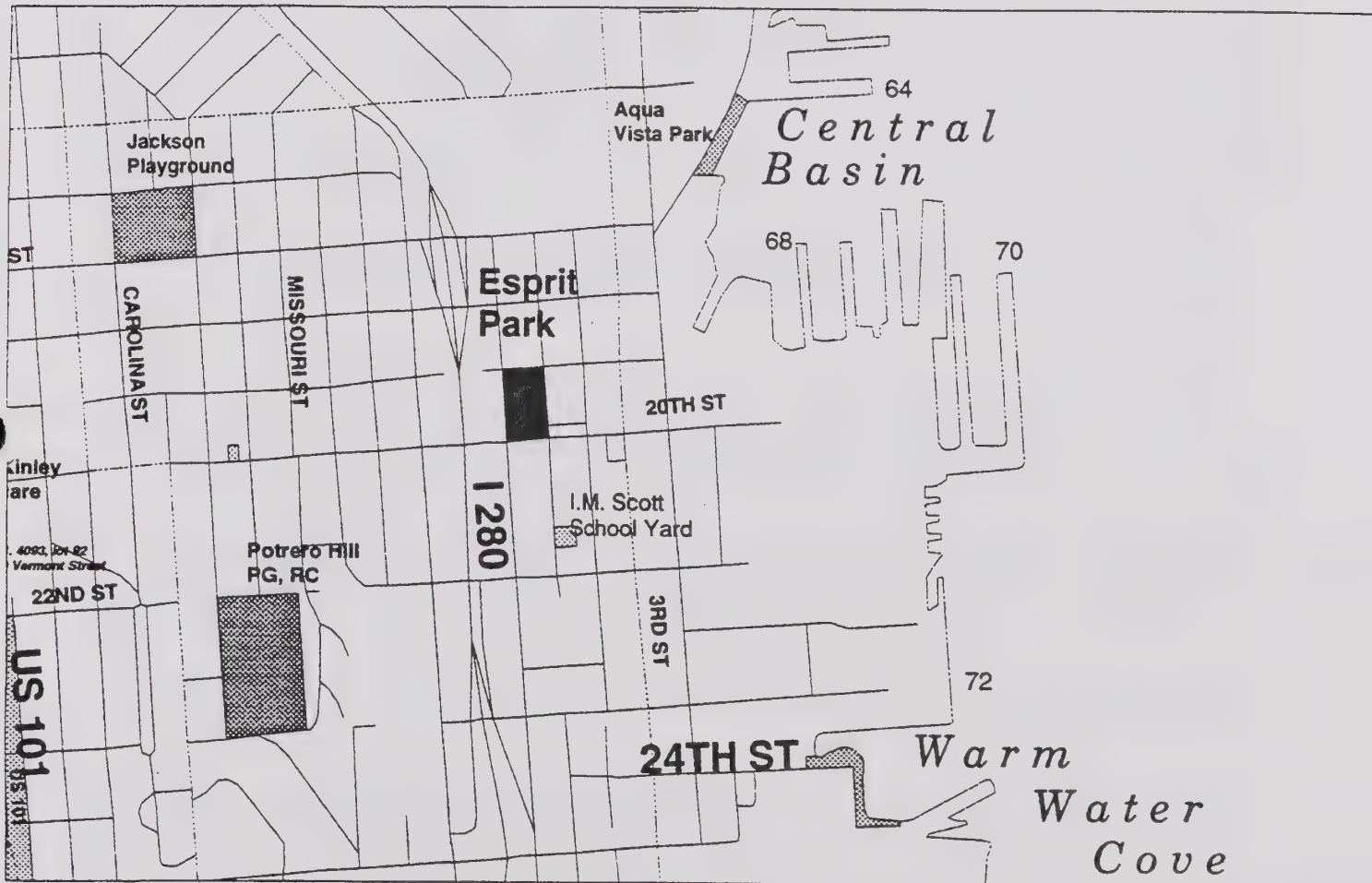


Existing Rec. Park
Department Park / facility

- a. Edgehill Mountain Open
Space Extension
AB 2923, lot 67; AB 2934
lots 10, 11, 12, 13, 21

Case No. 97.118M

Proposed Amendment of Map 4 of the Recreation and Open Space Element
of the General Plan



Proposal to designate site as
"Proposed Public Open Space"

b. Esprit Park
AB 4061, lot 2



Existing Rec. Park
Department Park / facility

LEGAL TEXT OF PROPOSED ORDINANCE - PROPOSITION "F"

Be it ordained by the People of the City and County of San Francisco:

Section 1. [Policy. Purpose]

It shall be the Policy of the People that a new professional football stadium, retail shopping and entertainment center, and related open space and parking be constructed, developed and operated at Candlestick Point consistent with the following principles:

The San Francisco Forty Niners are an invaluable source of civic pride and an integral part of San Francisco's image as a world-class city. The City and County of San Francisco must take immediate action to ensure that the Forty Niners have a suitable stadium in which to play their home games after the current lease at the existing stadium known as 3COM Park at Candlestick Point (formerly known as Candlestick Park) expires.

The City and County of San Francisco should have a state-of-the-art professional football stadium suitable for hosting the National Football League's Super Bowl on a regular basis.

Candlestick Point and the surrounding area is the most suitable location within San Francisco for the construction of a new professional football stadium for the San Francisco Forty Niners and retail shopping and entertainment center that will assist in revitalizing the economy of the Bayview-Hunters Point-South Bayshore area and provide jobs.

The stadium shall be designed and constructed by the San Francisco Forty Niners, or an affiliate thereof, or a developer selected by the San Francisco Forty Niners or an affiliate thereof, through a combination of public and private financing.

The stadium shall be constructed in conjunction with the retail shopping and entertainment center.

The City and County of San Francisco shall retain ownership of the land upon which the stadium and retail shopping and entertainment center shall be built.

The City and County of San Francisco shall enter into one or more ground leases with the San Francisco Forty Niners, or an affiliate thereof, or the developer of the stadium and/or retail shopping and entertainment center, selected by the San Francisco Forty Niners or its affiliate, for the stadium and retail shopping and entertainment center site.

Development of the stadium and retail and entertainment center shall incorporate open space and shall be consistent with the purposes of the Candlestick Point State Recreation Area and the recreational opportunities presently available in that area, including shoreline trails and shoreline access to San Francisco Bay.

The existing stadium shall be demolished once the new stadium is completed and ready for occupancy, provided that the Giants baseball team has relocated to a new facility.

The stadium and retail shopping and entertainment center will produce substantial economic and public benefits for San Francisco residents generally and for the residents and business owners of the Bayview-Hunters Point-South Bayshore community specifically.

The stadium and retail shopping and entertainment center, and all related parking, will satisfy any public trust requirements and restrictions applicable to any portion of the site consisting of former tidelands and submerged lands.

Section 2. [Implementation]

Promptly following the effective date of this ordinance, the City and County of San Francisco, through the Board of Supervisors, the Planning Commission, Redevelopment Agency and other appropriate officials, boards or commissions, shall proceed to cooperate with the San Francisco Forty Niners, or its affiliate, in taking all action necessary to achieve the purposes of this ordinance, including but not limited to assisting in the negotiations for property acquisition and applying for conforming amendments to all applicable state and regional plans and regulations.

Section 3. [Election Under Charter Section 4.113]

Pursuant to San Francisco Charter Section 4.113, the electors of the City and County of San Francisco hereby approve the lease for non-recreational purposes of, and the construction, development, operation, maintenance, repair and replacement of structures for non-recreational purposes on, any and all of the park land presently under the jurisdiction of the City's Recreation and Park Commission and located within the boundaries of the Candlestick Point Special Use District as defined in this ordinance, including the property currently used for the existing stadium and paved stadium parking.

Section 4. [General Plan; Amendment]

The General Plan of the City and County of San Francisco is hereby amended as follows:

(a) Figure 3 ("Generalized Land Use and Density") of the South Bayshore Area Plan Element shall be amended to redesignate the property generally bounded by Jamestown Avenue Extension, Giants Drive, Gilman Avenue, Arelious Walker Drive (Fitch Street), Carroll Avenue, Griffith Street, and San Francisco Bay, as the "Candlestick Point Special Use District."

(b) Figure 4 ("Candlestick Point Perimeter Proposed Revitalization Area") of the South Bayshore Area Plan Element shall be amended to indicate that the property within

the Candlestick Point Special Use District shall be devoted to "Stadium, Commercial, Parking and Open Space" uses.

(c) New Policy 7.4 shall be added to the South Bayshore Area Plan Element to read as follows:

POLICY 7.4

Encourage commercial development within the Candlestick Point Special Use District that will complement a new sports stadium and the other commercial areas within the South Bayshore Area and the City, and that will create job opportunities for South Bayshore residents.

The existing sports stadium within this district may be replaced with a new professional football stadium of a size and character suitable for hosting the National Football League's Super Bowl on a regular basis. The construction of a new football stadium should be accompanied by development of retail and entertainment uses complementary to the stadium that will assist in revitalizing the economy of the area and create employment opportunities for South Bayshore residents. The City should require developers of new uses within the district to make good faith efforts to provide both construction and permanent jobs to South Bayshore residents.

Commercial development within the district should consist primarily of destination-oriented uses that will supplement, and not substitute for, neighborhood-serving retail services within the South Bayshore area and particularly in the Third Street core commercial area. Structures to house retail and entertainment uses within the Candlestick Point Special Use District should be integrally linked to, and should be planned and developed as a comprehensive unit with, the stadium complex. The existing shoreline trail should be retained and enhanced. In addition, commercial development within the district should incorporate open space areas to the extent feasible. Transportation and transit improvements should be made in conjunction with development within the district. The City, with public input, should coordinate development within the Candlestick Point Special Use District with on-going revitalization efforts for the South Bayshore area.

(d) Map 1 of the Recreation and Open Space Element shall be amended so that all property within the Candlestick Point Special Use District that is shown as property owned by the "Recreation and Park Department" shall be shown instead as property owned by "Other City Departments".

(e) Maps 2, 4, 8 and 9 of the Recreation and Open Space Element shall be amended by deleting all property within the Candlestick Point Special Use District from the "Existing Public Open Space" designation on Maps 2 and 4; the "Public Open Space"

designation on Map 8; and the "Public Recreation and Open Space" designation on Map 9.

(f) Map 2 of the Commerce and Industry Element shall be amended to add a notation for all property within the Candlestick Point Special Use District that states, "Candlestick Point Special Use District; see applicable Planning Code provisions."

(g) Map 4 of the Urban Design Element shall be amended to add a notation for all property within the Candlestick Point Special Use District that states, "Candlestick Point Special Use District; see applicable Planning Code provisions."

(h) The Land Use Index shall be amended to conform to the amendments made above in subsections (a) through (g) in this Section 4.

Section 5. [Special Use District]

Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 249.19 to read as follows:

"Section 249.19 Candlestick Point Special Use District.

A Special Use District entitled the "Candlestick Point Special Use District," the boundaries of which are designated on Sectional Map No. 10 SU of the Zoning Maps of the City and County of San Francisco, and which is generally bounded by Jamestown Avenue Extension, Giants Drive, Gilman Avenue, Aurelius Walker Drive (Fitch Street), Carroll Avenue, Griffith Street, and San Francisco Bay, is hereby established for the purposes set forth below. The following provisions shall apply within the Candlestick Point Special Use District:

(a) Purposes. The following controls, imposed in the Candlestick Point Special Use District, shall accommodate the development of a stadium suitable for professional football and the National Football League's Super Bowl ("Stadium") and a retail shopping and entertainment center ("Retail/Entertainment Center"), together with open space and related parking facilities (collectively, the "Combined Project"), as principal uses, and other uses as conditional uses.

(b) Controls. The specific controls set forth herein shall apply only to the principal uses and conditional uses described in this Section 249.19(b). Any other development not described herein shall be governed by the underlying zoning controls.

(1) Principal Uses. The following uses shall be permitted as principal uses in this Special Use District:

(i) Stadium: A stadium, primarily to be used for professional football, but which may also be used for other sporting events or outdoor entertainment

events, and which may include other assembly and entertainment uses, and other uses related to the stadium, including retail sales and personal service uses, sports clubs, restaurants and office uses accessory to the stadium (which shall not be deemed an "office development" subject to the provisions of Planning Code Sections 309 through 325 et seq.).

(ii) Retail/Entertainment Center: A Retail/Entertainment Center which may include any type or size of retail establishment, restaurant, bar, entertainment use (including but not limited to movie theaters), amusement enterprise (including but not limited to arcades, nightclubs, bowling alleys, and skating rinks), and amusement park. Principal uses allowed under this subsection (ii) shall be limited to a total of 1,400,000 square feet of occupied floor area.

(iii) Open Space: Areas devoted to landscaping, shoreline access, shoreline trails, and active or passive recreational uses. The areas used for passive or active recreational uses may also be used as temporary parking areas to support stadium events, provided that such areas shall not be paved and shall include drainage and other improvements appropriate for both open space and temporary parking uses.

(iv) Parking: Off-street vehicle parking, provided by surface parking lots or underground or above ground parking garages to serve the Stadium and Retail/Entertainment Center.

(2) Conditional Uses. The Planning Commission may authorize the following uses within the Special Use District as a conditional use:

(i) Any principally permitted uses allowed under Section 249.19(b)(1)(ii) which exceed a total of 1,400,000 square feet of occupied floor area.

(ii) Any use not specified in subsection (b)(1) above and permitted in any C District, as that term is defined in Planning Code Section 102.5.

(3) Prohibited Uses. Adult entertainment establishments, as defined in Planning Code Section 790.36, massage establishments as defined in Planning Code Section 790.60 and any type of gaming, wagering or gambling establishment, shall not be permitted within the Special Use District.

(4) Floor Area Ratio. There shall be no floor area ratio limitation for the Combined Project or any approved conditional use.

(5) Design Review By Planning Commission. Any application for a new structure, or major alteration of an existing structure, to house a use permitted by this section as a principal use under Section 249.19(b)(1) shall be subject to design review and approval by the Planning Commission. The Planning Commission shall approve such application if it finds that the proposed development meets the applicable height, bulk, floor

area limitation and parking standards of this Section 249.19(b), and is consistent with the Priority Policies set forth in Planning Code Section 101.1, and that the architectural design of the structures, the landscaping, and the quantity and design of usable open space are appropriate for the intended use, location and purpose of the structure(s). The Planning Commission shall take final action on any completed application for a development permitted by this section within 60 days of its first public hearing on the application. The procedures and criteria in this subsection shall govern in lieu of the discretionary review process set forth in Section 26 of Part III of the San Francisco Municipal Code. The fee for review of any application under this subsection shall be based on the cost of the time and materials (calculated at a rate of \$77/hour as may be adjusted by the Consumer Price Index) up to a maximum fee of \$14,800.

(6) Parking. Parking shall be governed by Article 1.5 of the Planning Code unless otherwise specified in this subsection.

(i) Planning Code Section 159 and subsections (a), (b), (h) and (p) of Planning Code Section 155 shall not apply to parking provided within the Special Use District. Planning Code Sections 155(i) and (j) shall apply only to the amount of parking required under Section 151.

(ii) For the purposes of calculating minimum required parking under Planning Code Section 151, in no case shall the total number of required parking spaces for the Combined Project exceed the greater of either the parking spaces calculated for the Stadium or the parking spaces calculated for the Retail/Entertainment Center, standing alone.

(7) Appeal. The Planning Commission's determination on the design of the Combined Project pursuant to Section 249.19(b)(5) shall be a final determination on all design issues, except that the Arts Commission shall review the design, if required by Charter Section 5.103. Notwithstanding the provisions of Section 26 of Part III of the San Francisco Municipal Code, review by the Board of Appeals on the issuance of any demolition permit, building or site permit in this Special Use District shall be limited to compliance with the San Francisco Building Code, Health Code and Fire Code.

(c) State Park Land. To the extent any land owned or otherwise under the jurisdiction or control of the California Department of Parks and Recreation is included within the boundaries of the Special Use District, any development on such land shall be consistent with the purpose of the Candlestick Point State Recreation Area and shall continue to make available to the people the recreational opportunities that are offered by the shoreline, waters and environment of San Francisco Bay. To this end, no development shall be permitted within 120 feet of the shoreline of the San Francisco Bay, as measured at mean low tide.

Section 6. [Height Limit; Exceptions]

(a) Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 263.14 to read as follows:

"Section 263.14. Height Restrictions for Candlestick Point Special Use District.

In the 60/150-200-X Height and Bulk District as designated on Sectional Map No. 10H of the Zoning Map, the height limit shall be 60 feet, except that heights up to 200 feet shall be permitted for any stadium use permitted within the Candlestick Point Special Use District. An exception to the 60 foot height limit may be granted by the Planning Commission as a conditional use within the Candlestick Point Special Use District, up to a maximum height of 150 feet. In the event any stadium constructed within the Special Use District is integrated into a retail shopping center or other structure, any transitional structures which connect or otherwise attach the stadium to the other structure shall be considered part of the stadium for purposes of determining the permissible height of the transitional structure. All structures within the Candlestick Point Special Use District shall be exempt from the provisions of Planning Code Section 295.

(b) Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding subsection (L) to Section 260(b)(1) to enact the following exemption from height limits otherwise established by the City Planning Code:

"(L) In the Candlestick Point Special Use District, light standards for the purpose of the lighting the stadium, scoreboards associated with the stadium, and flagpoles and other ornamentation associated with the stadium."

Section 7. [Signs]

Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 608.51 to read as follows:

"Section 608.4A. Signs for Uses Within the Candlestick Point Special Use District.

Any sign that directs attention to a business, commodity, service, industry or other activity that is or will be sold, offered or conducted within the Candlestick Point Special Use District and that either is greater than 200 square feet in area or extends above the roofline of the building upon which the sign is located ("SUD Sign") shall be permitted within the Candlestick Park Special Sign District if approved by the Planning Commission as a conditional use. Planning Code Sections 608.4, 608.5 and 609.2, or any other regulation applicable to signs within the Candlestick Park Special Sign District, shall not apply to SUD Signs. SUD Signs shall conform to the restrictions set forth in Planning Code Section 607 for signs in C-3 Districts, except that there shall be no height limit for SUD Signs. The Planning Commission may authorize an SUD Sign as a conditional use if the design of the

sign and any associated sign structure is appropriate for the intended use and location. This criterion shall be in lieu of the criteria set forth in Planning Code Section 303(c)(1) through (4). Any scoreboard or sign within a stadium located in the Candlestick Point Special Use District shall be exempt from regulation under Article 6 of the Planning Code. Principally permitted signs within the Special Use District shall be consistent with a sign program submitted and approved by the Planning Commission as part of the design review process for the Candlestick Point Special Use District.

Section 8. [Special Use District Boundaries; Zoning Maps]

(a) The boundaries of the Candlestick Point Special Use District created by this Ordinance are shown in Figure 1 attached hereto, which is provided for general orientation purposes only.

(b) Special Use Map. Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by amending Sectional Map No. 10 SU of the Zoning Maps of the City and County of San Francisco to include the Candlestick Point Special Use District, the boundaries of which are hereinafter described.

The Special Use District shall include property bounded as follows, with street boundaries following the centerline of the referenced streets: Beginning at the point which is the intersection of Giants Drive and Gilman Avenue (the point of beginning), along Gilman Avenue to Arelious Walker Drive (also known as Fitch Street), along Arelious Walker Drive to Carroll Avenue, along Carroll Avenue to Griffith Street (a mapped but unconstructed street), along Griffith Street to the San Francisco Bay shoreline, then continuing south along the San Francisco Bay shoreline to Alvord Street (a mapped but unconstructed street), then continuing south and west along a line extending from Alvord Street to the San Francisco Bay shoreline, continuing east along the San Francisco Bay shoreline to Coleman Street (a mapped but unconstructed street), then north and east along Coleman Street to Jamestown Avenue Extension, then along the Jamestown Avenue Extension to the farthest west point of Assessor's Block No. 5000, then along the north west border of Assessor's Block No. 5000 to Giants Drive, then along Giants Drive to the intersection of Giants Drive and Gilman Avenue (the point of beginning).

**Existing
Use Districts**

P, M-1, M-2,
RH-2

**Use District
Hereby Approved**

To Existing Use Districts
Add the Candlestick Point
Special Use District Overlay

(c) Height and Bulk. Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by amending Sectional Map No. 10 H of the Zoning Maps to enact the following changes in the height and bulk classifications for the

property within the Candlestick Point Special Use District, as more particularly described in subsection (b) in this Section 8.

Height and Bulk
Districts to be
Superseded

OS; 40-X

Height and Bulk
District Hereby
Approved

60/150-200-X

Section 9. [Waterfront Plan]

Chapter 61 of the San Francisco Administrative Code ("Waterfront Land Use"), adopted by the People of the City and County of San Francisco pursuant to Proposition H, is hereby amended as follows:

(a) Section 61.2(d) shall be amended by adding the following subsection:

"(3) This provision shall not be applicable to any new development within the Candlestick Point Special Use District."

(b) Section 61.4 shall be amended by adding the following subsection:

"(i) Within the Candlestick Point Special Use District, any use that is permitted as a principal or conditional use under Planning Code Section 249.19."

Section 10. [Public Contracting Provisions]

Notwithstanding any provision of the San Francisco Municipal Code (the "Municipal Code") or any other ordinance or regulation of the City and County of San Francisco to the contrary, the Stadium, Retail/Entertainment Center and related physical improvements and infrastructure to be constructed in the Candlestick Point Special Use District shall not be deemed to be a "public work or improvement" as that term or any similar term is used in any provision of the Municipal Code or any other ordinance or regulation of the City and County of San Francisco, including but not limited to, Chapter 6 of the San Francisco Administrative Code. No provision of the Municipal Code, nor any other ordinance or regulation of the City and County of San Francisco shall be deemed to require the person or entities, including the City and County of San Francisco, constructing any portion or all of the Stadium, Retail/Entertainment Center and related improvements and infrastructure, to follow any particular procedure, comply with any bidding or advertising requirements, or otherwise engage in any particular practice with respect to the selection of contractors or subcontractors for the award of contracts or subcontracts for the design, construction, purchase of materials, management or operation of any portion or all of the stadium, retail shopping and entertainment center and associated improvements; provided, however, the design and construction of the Stadium, Retail/Entertainment Center and related

improvements and infrastructure shall be subject to the applicable provisions of Chapter 12B, 12C and 12D of the San Francisco Administrative Code and to the terms and conditions of any public financing and the ground lease or leases. It is the intent of the people of the City and County of San Francisco, in adopting this section of this Ordinance, that the design and construction of the Stadium, Retail/Entertainment Center and related improvements and infrastructure shall be done in an expeditious manner, and shall not be undertaken as if such design and construction were the design and construction of conventional public work or improvement. This section shall be liberally construed to fulfill this intent.

Section 11. [Redevelopment Agency]

The Candlestick Point Special Use District is within the South Bayshore Redevelopment Survey Area. In the event that a Redevelopment Project Area is adopted which includes the Combined Project, the Combined Project shall be subject to the authority of the Redevelopment Agency of the City and County of San Francisco authority pursuant to state law.

Section 12. [Compliance With Laws]

Except as otherwise specified herein, the construction of the Combined Project shall be subject to all federal, state and local laws, ordinances and regulations (as the same may be amended); including but not limited to the California Environmental Quality Act (Public Resources Code Section 21000, et seq.).

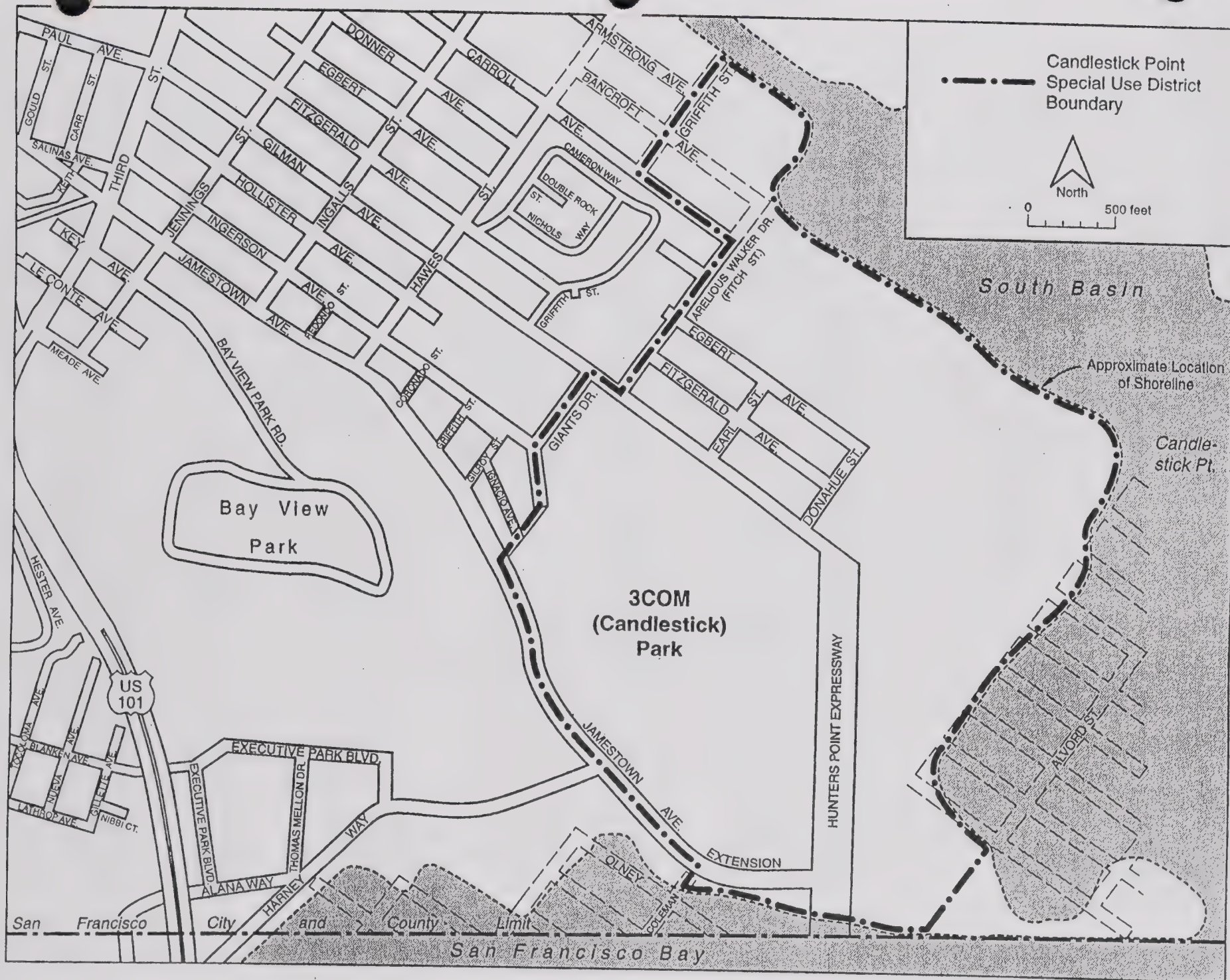
Section 13. [Amendment]

Any provision of this ordinance may be amended by the Board of Supervisors and shall not require the vote of the electors of the City and County of San Francisco, provided that such amendments are consistent with the purpose and intent of this ordinance.

Section 14. [Severability]

If any provision of this ordinance, or any application thereof to any person or circumstance, is held invalid, such invalidity shall not affect any provision or application of this ordinance that can be given effect without the invalid provision or application. To this end, the provisions of this ordinance are severable.

Figure



[Corrected]

**SAN FRANCISCO
PLANNING COMMISSION**

RESOLUTION NO. 14400

ADOPTING AND RECOMMENDING ADOPTION OF AMENDMENTS TO THE RECREATION AND OPEN SPACE ELEMENT, THE URBAN DESIGN ELEMENT, THE NORTHEASTERN WATERFRONT PLAN AND THE LAND USE INDEX OF THE GENERAL PLAN IN CONNECTION WITH THE PROPOSED BALLPARK AT CHINA BASIN AND ADOPTING CERTAIN FINDINGS IN CONNECTION THEREWITH AND FORWARDING THE AMENDMENTS TO THE BOARD OF SUPERVISORS FOR CONSIDERATION.

WHEREAS, The Rincon Point - South Beach Redevelopment Project Area is a 115 acre Redevelopment Project composed of two non-contiguous geographic areas along the City's northeastern waterfront first adopted in January 1981 and most recently amended in 1997; and

WHEREAS, On March 26, 1996, the voters of the City and County of San Francisco ("San Francisco") approved Proposition B, which amended the Planning Code by adding Section 249.18, the Northeast China Basin Special Use District, establishing development standards for a ballpark at China Basin, and directed San Francisco to adopt conforming amendments to the General Plan; and

WHEREAS, The Northeast China Basin Special Use District includes the area bounded by King Street, Second Street (inclusive of Right-of-Way), China Basin Channel and Third Street, which includes Assessor's Block 3794, Lots 3B and 27, Assessor's Block 9900, Piers 46B and 46C, Seawall Lot 336 and a portion of Seawall Lot 335, including streets to accommodate a ballpark, associated retail and commercial uses, and entertainment and assembly uses as a conditional use and changed the height limit from 40-X to 150-X; and

WHEREAS, On May 13, 1996, the Board of Supervisors expanded the Northeastern Waterfront Survey Area for the area bounded by King Street, Second Street (inclusive of Right-of-Way), Berry Street and Third Street; and

WHEREAS, On June 27, 1996, by Motion No. 14145, the Planning Commission amended the Rincon Point South-Beach Preliminary Plan ("Preliminary Plan") to expand the Project Area Boundaries of the South Beach Area of the Preliminary Plan to King Street, Second Street

(inclusive of Right-of-Way), Berry Street and Third Street, to include the property designated in the Survey Area; and

WHEREAS, The Preliminary Plan, among other things, designated this area for a ballpark and other commercial uses, and reflected the proposed closure of two streets within this area, Berry Street from Second to Third Streets, and Second Street from King Street to China Basin Channel; and

WHEREAS, The Planning Commission (hereinafter "Commission") on June 27, 1996 by Resolution No. 14145 adopted findings in connection with the Proposed Preliminary Plan, which also included certain proposed amendments to the General Plan to ensure consistency with the General Plan; and

WHEREAS, On March 14, 1997, a Draft Environmental Impact Report File No. 96.176E (hereinafter "DEIR") on the ballpark and required actions to implement Proposition B was issued; and

WHEREAS, On April 17, 1997, the Planning Commission held a duly noticed public hearing on the DEIR; and

WHEREAS, On June 5, 1997 by Motion No. 14382, the Planning Commission held a duly noticed public hearing and initiated General Plan Amendments to the Northeastern Waterfront Plan, the Urban Design Element and the Recreation and Open Space Elements, described in Exhibit A of this Resolution; and

WHEREAS, on June 26, 1997 by Resolution No. 14398, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Impact Report ("CEQA"); and

WHEREAS, on June 26, 1997 by Resolution No. 14399, the Commission adopted findings in connection with its considerations of, among other things, the Plan Amendments under the California Environmental Quality Act, the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by reference as if fully set forth; and

WHEREAS, The General Plan Amendments to the Urban Design Element would establish consistency of the ballpark with certain policies regarding street vacations and building heights and massing along the waterfront; and

WHEREAS, The General Plan Amendments to the Recreation and Open Space element would amend certain policies to address shading of open spaces along the waterfront, update information regarding South Beach Park and establish the ballpark as a permitted use at its waterfront location; and

WHEREAS, The General Plan Amendments to the Northeast Waterfront Plan would update introductory language regarding the North China Basin Area to reflect the ballpark, replace the maritime designation for Pier 46B with a ballpark designation, establish the ballpark as a permitted use, reflect revised height standards and criteria, update information regarding South Beach Park, and revise and update the discussion regarding street vacations; and

WHEREAS, the Plan Amendments are on balance consistent with the eight priority policies of Section 101.1 of the Planning Code based upon the following findings:

1. The Project would have no adverse effect on neighborhood serving retail uses or other opportunities for employment or ownership of such businesses. There are no existing neighborhood-serving retail business on the Project site or that would be displaced by the Project. The numbers of people attracted to the ballpark events could increase the patronage of existing neighborhood-serving retail uses, thereby enhancing the opportunities for employment and ownership of such businesses.
2. The Project would have no adverse effect on the City's housing stock or on neighborhood character and will not adversely affect the cultural or economic diversity of the neighborhoods. There is no existing housing on the Project site or that would be displaced by the Project. The existing neighborhood character consists of mixed residential, commercial, retail, warehouse and office uses. The Project is designed to reflect the design elements prevalent in the district. The project will contribute to the cultural and economic diversity of the neighborhood by encouraging the development of new street level retail businesses to serve the pedestrian traffic expected to be drawn to the area by the ballpark.
3. The Project would have no adverse effect on the City's supply of affordable housing. There is no affordable housing on the Project site or that would be displaced by the Project. Pursuant to California Redevelopment Law, 20 percent of the tax increment generated by the Project will be used to develop affordable house in the City.
4. The Project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The Project will generate little actual

commuter traffic. The Project site is well-served by local and regional mass transit and has pedestrian access to existing and projected parking. A comprehensive Transportation Management Program for the Project will include, but not be limited to, preliminary and permanent traffic routing plans and other measures to manage these traffic and parking impacts. While commuter traffic is not generated by the Project, it is evident that commuter traffic and ballpark traffic could overlap at some limited times, thus creating significant impacts. The Mitigation Measures attempt to address these issues and minimize the impacts.

5. The Project would not adversely affect the industrial or service sector, or future opportunities for resident employment or ownership in these sectors. The Project is not a commercial office development. There are a number of small industrial and service-oriented businesses on the Project site, some of which would be relocated to other Prot property. Relocation assistance is expected to be available to other tenants. As a result of the numbers of people attending the ballpark events, it is anticipated that existing businesses will experience increased patronage and new business would be created, enhancing future opportunities for resident employment and ownership in the service sector.

6. The Project will help to ensure achievement of the greatest possible preparedness against injury and loss of life in the event of an earthquake. Any new development must meet current San Francisco Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake. The Project Sponsor will include Emergency Evacuation Planning as part of the Project.

7. The Project would not have an adverse effect on landmarks or historic buildings, since none exist on the sites. Historic research indicates that the potential for subsurface historical artifact is minimal, but the Project Sponsor will retain an archeologist who will conduct a pre-excavation testing program.

8. The Project would have no adverse effect on parks and open space or their sunlight. South Park is the closest Recreation and Park Department property and is therefore subject to Planning Code Section 295. Shadow studies show that no shadows will reach this park. South Beach Park, South Beach Marina and the Embarcadero Promenade are in the immediate are, and are not subject to Planning Code Section 295. Shadow studies indicate that the Project will shade approximately 20 percent or less of adjacent existing and proposed park space depending upon the season and hour, except at 5:00 p.m. during spring and fall. These impacts are not considered significant. The shadows cast on the South Beach Marina Park would be minimal, and the project would create three new,

publicly-accessible sunlit open spaces.

NOW THEREFORE, BE IT RESOLVED, that the amendments attached hereto as Exhibit A are hereby adopted as part of the Urban Design Element, the Recreation and Open Space Element, the Northeastern Waterfront Element and the Land Use Index as part of the General Plan; and

BE IT FURTHER RESOLVED, that the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the General Plan attached hereto as Exhibit A and hereby adopts said amendments and recommends their approval by the Board of Supervisors

BE IT FURTHER RESOLVED, the Planning Commission hereby directs the Director of Planning to forward the attached amendments to the Board of Supervisors for their consideration.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission at its regular meeting on June 26, 1997.

Linda Avery
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Hills, Lowenberg, Martin and Mills.

NOES: NONE

ABSENT: NONE

ADOPTED: June 26, 1997

LBBW:\SPECPROJ\BALLPARK\BPGPFIN.RES

Exhibit A

PROPOSED GENERAL PLAN AMENDMENTS

PROPOSED URBAN DESIGN ELEMENT AMENDMENTS

PAGE I.5.26

OBJECTIVE 2, CONSERVATION

Street Space

POLICY 9 Review proposals for the giving up of street areas in terms of all the public values that streets afford.

Every proposal for the giving up of public rights in street areas, through vacation, sale or lease of air rights, revocable permit or other means, shall be judged with the following criteria as the minimum basis for review:

- a. No release of a street area shall be recommended which would result in:
 - (1) Detriment to vehicular or pedestrian circulation;
 - (2) Interference with the rights of access to any private property;
 - (3) Inhibiting of access for fire protection or any other emergency purpose, or interference with utility lines or service without adequate reimbursement;
 - (4) Obstruction or diminishing of a significant view, or elimination of a viewpoint; industrial operations;
 - (5) Elimination or reduction of open space which might feasibly be used for public recreation;
 - (6) Elimination of street space adjacent to a public facility, such as a park, where retention of the street might be of advantage to the public facility;
 - (7) Elimination of street space that has formed the basis for creation of any lot, or construction or occupancy of any building according to standards that would be violated by discontinuance of the street;
 - (8) Enlargement of a property that would result in (i) additional dwelling units in a multi-family area; (ii) excessive density for workers in a commercial area; or (iii) a

building of excessive height or bulk;

(9) Reduction of street space in areas of high building intensity, without provision of new open space in the same area of equivalent amount and quality and reasonably accessible for public enjoyment;

(10) Removal of significant natural features, or detriment to the scale and character of surrounding development.

(11) Adverse effect upon any element of the ~~Master~~General Plan or upon an area plan or other plan of the Department of City Planning; or

(12) Release of a street area in any situation in which the future development or use of such street area and any property of which it would become a part is unknown.

b. Release of a street area may be considered favorably when it would not violate any of the above criteria and when it would be:

(1) Necessary for a subdivision, redevelopment project or other project involving assembly of a large site, in which a new and improved pattern would be substituted for the existing street pattern;

(2) In furtherance of an industrial project where the existing street pattern would not fulfill the requirements of modern

(3) Necessary for a significant public or semi-public use, or public assembly use, where the nature of the use and the character of the development proposed present strong justifications for occupying the street area rather than some other site;

(4) For the purpose of permitting a small-scale pedestrian crossing consistent with the principles and policies of The Urban Design Element; or

(5) In furtherance of the public values and purposes of streets as expressed in The Urban Design Element and elsewhere in the ~~Master~~General Plan.

FUNDAMENTAL PRINCIPLES FOR MAJOR NEW DEVELOPMENT

These fundamental principles and their illustrations reflect the needs and characteristics with which this Plan is concerned, and describe measurable and critical urban design relationships in major new development.

1. The relationship of a building's size and shape to its visibility in the cityscape, to important natural features and to existing development determines whether it will have a pleasing or a disruptive effect on the image and character of the city.

A. Tall, slender buildings near the crown on a hill emphasize the form of the hill and preserve views.

B. Extremely massive buildings on or near hills can overwhelm the natural land forms, block views, and generally disrupt the character of the city.

C. Low, smaller-scale buildings on the slopes of hills, at their base and in the valleys between complement topographic forms and permit uninterrupted views.

D. Low buildings along the waterfront contribute to the gradual tapering of height from hilltops to water that is characteristic of San Francisco and allows views of the Ocean and the Bay. Larger buildings with civic importance, as evidenced by a vote of the people, providing places of public assembly and recreation may be appropriate along the waterfront at important locations.

E. Larger, taller buildings can blend pleasantly with small-scaled areas if the change in scale is not excessive and if their form or surface pattern is articulated to reflect the existing scale.

PAGE I.5.34

Map 4, Urban Design Guidelines for Height of Buildings

Replace the "0-40 ft" designation presently placed on the ballpark site with the "89-160 ft" designation.

PROPOSED RECREATION AND OPEN SPACE ELEMENT AMENDMENTS

PAGE I.3.14

POLICY 3 Preserve sunlight in public open spaces

Solar access to public open space should be protected. In San Francisco, presence of the sun's warming rays is essential to enjoying open space. This is because climatic factors, including ambient temperature, humidity, and wind, usually combine to create a comfortable climate only when direct sunlight is present. Therefore, the shadows created by new development nearby can critically diminish the utility of the open space.

This is particularly a problem in downtown districts and in neighborhoods immediately adjacent to the downtown core, where there is a limited amount of open space, where there is pressure for new development, and where zoning controls allow tall buildings. But the problem potentially exists wherever tall buildings near open space are permitted.

Properties under the jurisdiction of the Recreation and Park Department or designated for acquisition are now protected by a Charter amendment. It restricts the issuance of building permits authorizing construction of any structure exceeding forty feet in height that would shade these properties from between one hour after sunrise to one hour before sunset, unless it is determined that the impact on the use of the space would be insignificant.

A number of other open spaces are under the jurisdiction of other public agencies, or are privately owned and therefore not protected by the Charter amendments. These spaces should be given other forms of protection to assure they are not shaded during the hours of their most intensive use. Any new shading should be remedied to the extent feasible by expanding opportunities for public assembly and recreation in indoor and outdoor settings.

PAGE I.3.25

SHORELINE

**OBJECTIVE 3 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE
SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS
WITH MARITIME USES OR OTHER USES REQUIRING A**

WATERFRONT LOCATION.

The Pacific Ocean, San Francisco Bay and their respective shorelines are the most important natural resources in San Francisco. Their open space potential is considerable. Together they offer unlimited opportunities for water oriented recreation. They are the pride of San Francisco's views and the source of the city's agreeable climate. Furthermore, most of the property adjacent to the thirty-two mile shoreline is in public ownership. This offers an unparalleled opportunity to provide a variety of open space experiences.

The western and northwestern shoreline should function as a long unbroken stretch of open space; its natural qualities should be preserved and should complement the more urban character of new open spaces along the Bay.

On the northeastern and eastern shoreline the objective is different. Here the challenge is to provide more open space along the Bay and public access to the shoreline while maintaining active maritime and other essential waterfront uses.

Significant progress has been made in opening the shoreline to the public. With the advent of the Golden Gate National Recreation Area the shoreline of the Presidio and Fort Mason have been made available to the public. Sutro Baths has been acquired and Ft. Funston and Lands End have been developed with trails making them more accessible. The creation of the Candlestick Point State Recreation Area in the southeastern corner of the City has added 171 acres and 3 1/2 miles of public shoreline. In the Central Waterfront, Warm Water Cove and Agua Vista Park have been made accessible developed by the Port as mitigation for maritime fill projects. In the northeast waterfront, Pier 7 is to be redeveloped as a public access pier. Planned development of Piers 1-1/2, 3, and 5 will include major public open spaces and public access. Redevelopment plans for the Pier 1 - Ferry Building - Agriculture Building area includes plazas and open space amenities along the waterfront (however, it is not clear whether these plans will be carried out). A ~~4.8~~ 2.5 acre shoreline park is proposed at Rincon Point, and a 6.8 acre South Beach public park ~~and small boat harbor are~~ is being developed at the base of Second Street adjacent to South Beach Harbor as part of the Rincon Point-South Beach Redevelopment.

Despite this progress, much remains to be done.

Of the 16 miles of shoreline on the eastern shoreline, only about 4.2 miles are publicly accessible. Of the 11.8 miles of shoreline which is not publicly accessible the U.S. Navy owns about three miles, private property owners own about 1-1/2 miles, and the Port owns the balance.

On the western and northwestern shoreline while a significant amount of public open space has already been retained, permanent preservation of a few prime open spaces has not been insured.

POLICY 1 **Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.**

In order to protect the shoreline and safeguard the public interest in it, the following policies should be applied to new shoreline developments.

Land Use

Priority Land Uses. The most important uses of the shoreline should be those providing substantial long-term public benefits that cannot be provided on other sites within the city. Maritime shipping and freight handling facilities, water-related public recreation and open space, commercial fishing, and water-related industries are included in this category.

Restricted Land Uses. Office, residential, public assembly and recreational sports facility with associated commercial uses, water-related oriented commercial uses such as restaurants, hotels and shops, and non water-related industrial uses are appropriate only in the areas designated in this plan or other components of the ~~Master~~General Plan. These uses provide limited public benefits and should be restricted to areas which are not needed for priority uses. Parking accessory to these uses should be in structures or otherwise screened from view. Recreation-oriented commercial services should be permitted where appropriate on land adjacent to open space areas.

1

Prohibited Land Uses. All developments which do not fall in the previous two categories are not acceptable shoreline land uses. More specifically, industry or commercial uses that are not dependent upon use of the water should not be permitted. Airports and at grade or elevated freeways should not be permitted. Uses such as these should be located away from the shoreline. Parking, unless it is accessory to a permitted use, should not be allowed at or near the waters edge. Finally, all uses which will adversely affect water quality should be prohibited.

Open Space (text omitted)

Urban Design

In urban design terms, new developments should make maximum use of their shoreline locations and complement the shoreline as San Francisco's most important natural resource. More specifically, new developments should:

- Maximize direct physical access to the water;
- Preserve and enhance the natural shoreline, where it exists;
- In windy areas incorporate design features which will make shoreline open spaces more pleasant and usable;
- Avoid shadowing areas of public use;
- Maintain visual access to the water from more distant inland areas by preserving view corridors and lowering the profile of buildings; higher buildings should provide such associated amenities as publicly accessible overlooks;
- Restrict uncovered parking beyond the seawall (over water) that is visible from adjacent public areas;
- Screen development from view from the shoreline if it will detract from the natural setting of the shoreline;
- Provide ample natural landscaping;
- Meet the more specific design policies and principles in the Urban Design Element and Western, Northeastern, Central Waterfront and South Bayshore Plans of the Master General Plan.

These policies governing land use, open space and urban design should be applied to new non-maritime developments within the Shoreline Zone designated in this plan. They should be applied to maritime uses only to the extent they are comfortable with the nature and operation of the Maritime facilities.

The Shoreline Zone covers the city's entire shoreline but varies in the degree to which it extends inland depending on the quantity of existing open space and public recreation facilities in the area, the pattern of land ownership, and on the amount of new development

anticipated. For the most part, development at the water's edge is of primary concern. There may be developments further inland, however, which affect physical and visual contact with the water or affect the use of the shoreline for open space. Shoreline policies on open space and urban design should be applied to these developments as well.

In locations where major new public open space areas are to be established, active and passive recreation should be the major use. Some limited commercial recreation uses may be integrated with the open space area, subject to the following conditions:

- The proposed use should be directly related to waterfront recreation activity and compatible with the primary function of the recreation area;
- Development should be designed to preserve view corridors and create open views to the water and provide usable open space accessible to the general public free of charge;
- Development should be in a concentrated area and strictly limited in coverage to result in a small-scale, pedestrian-oriented facility that adds interest, variety, and amenity to recreational use of the shoreline;
- Land should be retained in public ownership.

PAGE I.3.37

South Beach Small Boat Harbor and Park

Create a new six or seven acre public park and small boat marina east of the Embarcadero Roadway. Provide broad lawn areas and landscaped grounds. Remove piers 42, 44, 46A and portions of Pier 40, creating a sheltered small boat harbor that can accommodate 700 boats. Include a public boat launching ramp in the development if possible.

Redevelop pier 40 to provide facilities required for the small boat harbor, and provide public access for viewing, fishing, and other activities along the pier. Include provision for a bicycle trail and pedestrian promenade linking open space along the waterfront, as well as the recreation oriented public transit line that is being considered for the waterfront. The greatest portion of the park should be a gently sloping well landscaped lawn area designed to accommodate individuals and coordinated group activity, and permit a variety of recreational opportunities.

NORTHEAST WATERFRONT PLAN AMENDMENTS

PAGE II.7.5

INTRODUCTION

The Future of the Northeastern Waterfront

North China Basin Area (Piers 26 through 46)

South of the Bay Bridge, Piers 26-38 would continue in break-bulk cargo handling and related shipping activities. Piers 42-46A and a portion of Pier 40, which are presently almost vacant and in unsound condition, would be removed and the area developed as a full service marina and small boat harbor. Inland of the harbor, a large waterfront park with dramatic views would be provided.

In March 1996, the San Francisco voters approved the development of a ballpark with a maximum seating capacity of 45,000 seats and related commercial uses for Pier 46B. This new facility will attract many visitors to the area and stimulate restaurants and night entertainment in the surrounding area. The redevelopment of Pier 46B will allow the continuation of the promenade alongside China Basin and the connection with the Lefty O'Doul Bridge and trails south of China Basin.

On inland areas, viable warehousing, industrial uses and historic structures would be retained and a mixed-income residential community with open spaces and support services would be built where vacant or underutilized property presently exists. The new community would focus on the historic Oriental Warehouse, which would be adaptively reused for a community center and commercial purposes. Walkways and bicycle paths combined with small plazas would connect the new residences to waterfront activities and other portions of the City. The new community would be characterized by high density, low to mid-rise structures, re-creating the fine-grained fabric of San Francisco neighborhoods and would take advantage of proximity to the Downtown, a desirable microclimate, amenity value of the Bay, and would help satisfy San Francisco's need for new housing.

PAGE II.7.8

OBJECTIVE 3, MARITIME AND INDUSTRIAL

POLICY 2 Continue maritime activities on Piers 35 through 9, and Piers 26 through 38 and ~~Pier 46B~~ for as long as practical. When and if it is determined that those piers are not needed for maritime use, improvement plans should be adopted for each area and appropriate amendments made in this Plan.

PAGE II.7.9

OBJECTIVE 5, COMMERCIAL

POLICY 6 Permit an open-air ballpark with a maximum of 45,000 seats and related commercial uses at Pier 46B.

PAGE II.7.14

OBJECTIVE 10, URBAN DESIGN

POLICY 1 Preserve the physical form of the waterfront and reinforce San Francisco's distinctive hill form by maintaining low structures near the water, with an increase in vertical development near hills or the downtown core area. Larger buildings and structures with civic importance, as evidenced by a vote of the people, may be appropriate at important locations.

POLICY 5 Permit non-maritime development bayward of the sea wall only if the following qualifications are met:

(a) Maximum feasible public access is provide to the water's edge.

(b) Important Bay views along The Embarcadero and level inland streets are preserved and improved. Minor encroachment into the view corridors from level inland streets may be permitted under the following conditions: (1) Where the encroaching element has a distinct maritime character, is separated from the shoreline by water, and adds variety to the views along the waterfront; (2) Where minor structures (such as kiosks) are desirable to provide public amenities

contributing to a continuity of interest and activity along the waterfront; and (3) Where essential maritime facilities cannot reasonably be located and designed to avoid view blockage; and (4) Where the public enjoyment of the Bay will be enhanced by providing a place of public assembly and recreation which allows unique vistas and overviews that include portions that are publicly accessible during daytime and evenings consistent with ensuring public safety.

PAGE II.7.17

Map 3, Proposed Height and Bulk Districts

Replace the "40-X" designation presently placed on the Pier 46B with a "150-X" designation.

PAGE II.7.33

Map 5, North China Basin Area Land Use Plan

Replace the "Maritime" designation presently placed on the Pier 46B with a "Ballpark" designation.

PAGE II.7.34

OBJECTIVE 26, NORTH CHINA BASIN AREA

Public Park

POLICY 1 Between King and Second Streets and the Seawall, provide approximately five to seven acres of predominantly soft-surface park for recreational use.

POLICY 2 ~~Remove or relocate the ramp structure to Pier 46B as soon as feasible.~~ Include within the park areas for active sports such as volleyball and separate areas for passive activities such as sitting, game tables under shelter, and a tot lot. Include toilet and drinking facilities. Buffer the park from the Embarcadero with devices such as landscaping, berms, and changes in elevation. Provide for drop-off parking to serve the Dolphin P. Rempp Restaurant. Provide appropriate transitions

towards the proposed ballpark with its overlooks. ~~Allow a limited amount of parking with auto access from Second Street for the office building that may remain.~~ Provide a hard-surface pedestrian promenade along the water's edge with opportunities for sitting and viewing. Connect the promenade to the peripheral public access areas on Pier 40 and to the breakwater, and continue the promenade towards Third Street and Lefty O'Doul Bridge. Permit pedestrian access to the marina only from the pier and breakwater and not directly from the park. Give special care to the location of a boat ramp. Prohibit commercial activities in the park but allow a limited amount of commercial recreation use incidental to and supportive of the open space. Provide promenade railings and other elements of a design compatible with the pier and breakwater.

PAGE II.7.37

Streets, Walkways and Open Space

POLICY 1 Close the following streets completely: Berry east of Third Street ~~between Second and the Embarcadero~~, Second south of King Street, the Embarcadero south of King, Main south of Bryant and Fremont south of Brannan. Close the following streets to through traffic, improve them as walkways and allow only limited local and service vehicle access: Townsend between Second and the Embarcadero, Colin P. Kelly Jr. between Townsend and Brannan, First between Brannan and the Embarcadero, and Beale between Bryant and Brannan, ~~and Second between King and Berry Streets.~~

PAGE II.7.38

Pier 46B

POLICY 1 ~~Retain the Pier 46B area for a Port maintenance facility and other maritime uses. If no longer needed by the Port for maritime use develop as a predominantly residential, mixed use development and include parking for the adjacent marina. Develop an open-air ballpark with a maximum of 45,000 seats with related commercial uses including, but not limited to, general office, retail, restaurants, live music performances and other forms of live entertainment, in a setting of waterfront public spaces.~~

OBJECTIVE 27, EMBARCADERO CORRIDOR

POLICY 1 Realign the Embarcadero roadway between Broadway and Berry Street as follows:

- a) Widen the sidewalks in front of Ferry Building to create a major plaza as an appropriate terminus to Market Street. When the freeway is removed reroute the roadway inland to increase the plaza size;
- b) Reroute the roadway inland to Steuart Street from Howard to Harrison Streets to reduce its impact on the waterfront and to create opportunities for water-related activities; and
- c) Divert roadway traffic from Berry to King Streets to create opportunities for future water-related uses and to provide a direct transit link to the Southern Pacific Depot. ~~Close Berry east of Second Street and the Embarcadero roadway south of King Street.~~

PAGE II.7.43

NOTES

- 1. Illustrative plans and graphics are not an official part of the Plan.
- 2. The size of Port piers and buildings is derived from prints of Port base maps which may not be completely accurate. Their true size, as determined by field examinations, shall govern rather than the estimates contained in this Plan.
- 3. **Glossary of Terms**

Bay-Oriented (or Water-Oriented) Commercial Recreation and Bay-Oriented Public Assembly: Facilities specifically designed to attract large numbers of people to enjoy the Bay and its shoreline, such as restaurants, cafes, specialty shops, hotels, boatels, theaters, concert halls, galleries, amusements, night clubs, ~~and cabarets,~~ and the ballpark at Pier 46B.

Fill: Material including earth and pilings; any water coverage, whether on pilings or by cantilever, and floating structures moored for extended periods of time, such as houseboats and floating docks, but excluding historic ships.

Maritime: Referring to industrial, commercial and other operations directly related to the conduct

of waterborne commerce or navigation, including shipping, commercial fishing and related or accessory uses. The term maritime does not refer to such uses as water-oriented restaurants or marinas for sport fishing or recreational boats.

Land Use Index Amendments

PAGE III.1.29

Map 4, Urban Design Guidelines for Height of Buildings

Replace the "0-40 ft" designation presently placed on the ballpark site with the "89-160 ft" designation.

PAGE III.1.12

Map 5, North China Basin Area Land Use Plan

Replace the "Maritime" designation presently placed on the Pier 46B with a "Ballpark" designation.

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SAN FRANCISCO
PLANNING COMMISSION
RESOLUTION NO. 14414

**ADOPTING AND RECOMMENDING ADOPTION OF AMENDMENTS TO THE
NORTHEAST WATERFRONT PLAN OF THE GENERAL PLAN TO FIND AN
AMENDMENT TO THE RINCON POINT SOUTH BEACH REDEVELOPMENT PLAN IN
CONFORMITY WITH THE GENERAL PLAN AND FORWARDING THE AMENDMENTS
TO THE BOARD OF SUPERVISORS FOR CONSIDERATION**

WHEREAS, The Rincon Point-South Beach Redevelopment Project Area is a 115 acre Redevelopment Project composed of non-contiguous geographic areas along the City's northeastern waterfront. The Redevelopment Plan was first adopted in January 1981 and has been amended from time to time; and

WHEREAS, the San Francisco Redevelopment Agency is requesting a further amendment to the Redevelopment Plan to allow the addition of an approximately 10,538 sq. ft. parcel located in Lot 11, in Assessor's Block 3766 and contiguous with the current project area; and

WHEREAS, On June 19, 1997, by Motion No. 14394, the Planning Commission of San Francisco amended the Rincon Point-South Beach Preliminary Plan to expand the boundaries of the Project Area to accommodate the additional approximately 10,538 sq. ft. parcel of the project site at a duly noticed public hearing; and

WHEREAS, The Northeastern Waterfront Plan of the General Plan of the City and County of San Francisco, adopted on January 19, 1997 by Resolution No. 7643 and amended many times, contains a policy which limits the height of the Project Site to 24 feet although the height map contained within said plan limits the height to 60 feet; and

WHEREAS, in order to accommodate this mixed-income rental residential development containing approximately 44 affordable and 172 market rate units and find it in conformity with the General Plan, certain modifications to the General Plan are required; and

WHEREAS, the proposed modifications would amend the Northeastern Waterfront Plan, "Blocks 3766-3771, Policy 4" at Page II.7.34, to read: "Limit the height of any structure built on the northwest corner of Bryant and Beale Streets to (Block 3766, Lot 711) to 2460 feet"; and

WHEREAS, It was determined by the San Francisco Redevelopment Agency ("Agency") and the San Francisco Planning Department ("Department") in accordance with the provisions of the California Environmental Quality Act ("CEQA"), the State Guidelines for implementation of CEQA and Chapter 31 of the San Francisco Administrative Code, that the proposed project would not cause significant impacts such that an environmental impact report would be required, and in accordance with the above provisions, the Department and the Agency issues a preliminary Negative Declaration on May 17, 1997 (Case No. 97.344E).

WHEREAS, On June 9, 1997, the Agency and the Department adopted and issued a Final Negative Declaration on the Project;

WHEREAS, On June 19, 1997 by Resolution No. 14395, these amendments were initiated by the Planning Commission at a duly noticed public hearing; and

WHEREAS, this amendment to the General Plan ensures consistency of the proposed amendment to the Rincon-Point South Beach Redevelopment Plan with the General Plan; and

WHEREAS, the Plan Amendments are on balance consistent with the eight priority policies of Section 101.1 of the Planning Code based upon the following findings:

1. The Project would have no adverse effect on neighborhood serving retail uses or other opportunities for employment or ownership of such businesses. There are no existing neighborhood-serving retail business on the Project site or that would be displaced by the Project. The live-work units could accommodate retail uses, potentially enhancing the opportunities for employment and ownership of such businesses.
2. The Project would have no adverse effect on the City's housing stock or on neighborhood character and will not adversely affect the cultural or economic diversity of the neighborhoods. There is no existing housing on the Project site or that would be displaced by the Project. The existing neighborhood character consists of mixed residential, commercial, retail, warehouse and office uses. The Project is designed to reflect the design elements prevalent in the district. The project will contribute to the cultural and economic diversity of the neighborhood by encouraging the development of new street level retail

businesses. The project will supply 213 units of rental housing.

3. The Project would have no adverse effect on the City's supply of affordable housing. There is no affordable housing on the Project site or that would be displaced by the Project. The Project will provide 44 units at 50 percent of median income.

4. The Project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The Project will generate little actual commuter traffic. The Project site is well-served by local and regional mass transit and has pedestrian access to existing and projected parking. The Project will provide bicycles and a rental car program to discourage the ownership of cars.

5. The Project would not adversely affect the industrial or service sector, or future opportunities for resident employment or ownership in these sectors. The Project is not a commercial office development. By providing high density housing, it is anticipated that existing businesses will experience increased patronage and new business would be created, enhancing future opportunities for resident employment and ownership in the service sector. The live-work spaces may be occupied by retail uses, enhancing future opportunities for resident employment and ownership in the service sector.

6. The Project will help to ensure achievement of the greatest possible preparedness against injury and loss of life in the event of an earthquake. Any new development must meet current San Francisco Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake.

7. The Project would not have an adverse effect on landmarks or historic buildings, since none exist on the sites. The Project has been designed to protect views of the historic Bay Bridge Abutment.

8. The Project would have no adverse effect on parks and open space or their sunlight. South Park is the closest Recreation and Park Department property and is therefore subject to Planning Code Section 295. Shadow studies show that no shadows will reach this park, or South Beach Park, South Beach Marina or the Embarcadero Promenade.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission hereby adopts the General Plan Amendment to the Northeastern Waterfront Plan described above; and

BE IT FURTHER RESOLVED, that the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require that the proposed amendments to the General Plan and hereby approves said amendments and recommends their adoption by the Board of Supervisors; and

BE IT FURTHER RESOLVED, the Planning Commission hereby directs the Director of Planning to forward the attached amendments to the Board of Supervisors for their consideration.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting on July 10, 1997.

Linda Avery
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Lowenberg, Martin and Mills.

NOES: NONE

ABSENT: Commissioners Joe, Hills and Martin.

ADOPTED: July 10, 1997

N:\SPEC PROJ\RP SB\DG ENP.RES

SAN FRANCISCO

PLANING COMMISSION

RESOLUTION NO. 14421

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco requires that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, The Planning Department has developed a Draft Air Quality Element as an amendment to the General Plan, has prepared and presented an informational Summary Background Report describing the regulatory framework and technical information on air quality conditions in San Francisco and the Bay Area; and

WHEREAS, The policies of the Air Quality Element will help improve air quality in San Francisco and the region, bring the region into compliance with air quality standards, and would exempt the area from financial penalties that apply to noncomplying air basins; and

WHEREAS, The Air Quality Element provides a set of policies that will assist the Planning Commission and other decision makers in the City in reviewing and approving new development projects and land use; and

WHEREAS, San Francisco must maintain and enhance the level of air quality that it enjoys in order to retain its quality of life and economic strength; and

WHEREAS, A Negative Declaration under File 94.156E was issued on June 11, 1997;
and

WHEREAS, The proposed Air Quality Element is consistent with the General Plan; and

WHEREAS, The proposed Air Quality Element is consistent with the Priority Policies of Planning Code Section 101.1; and

WHEREAS, The Planning Commission held a public hearing on the Draft for Citizen Review on April 24, 1997; and

WHEREAS, The Planning Commission initiated the Air Quality Element as an amendment to the General Plan of the City and County of San Francisco at a hearing on June 26, 1997; and

WHEREAS, Pursuant to Planning Code Section 340, the Planning Commission held a duly noticed hearing on July 17, 1997, and received public testimony. Now therefore be it

RESOLVED, That the Planning Commission finds from the facts presented that the public necessity, convenience and welfare require the adoption of the Air Quality Element as an amendment to the General Plan of the City and County of San Francisco; and be it further

RESOLVED, That the Planning Commission adopts the Air Quality Element and the Implementation Programs as an amendment to the General Plan, as shown in the attached Exhibit A and Exhibit B, and recommends them to the Board of Supervisors for its approval.

I hereby certify that the foregoing resolution was adopted by the Planning Commission on its regular meeting on July 17, 1997

Linda D. Avery
Administrative Secretary

AYES: Commissioners Antenore, Chincilla, Hills, Joe, Martin, Mills

NOES:

ABSENT: Lowenberg

ADOPTED: July 17, 1997

Case No. 96.332M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [Lot 3 in A.B. 336] to and deleting one site [Lot 21 in A.B. 337] from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14427

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes to its General Plan; and

WHEREAS, Certain portions of the General Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the General Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, the population has significantly increased in the Tenderloin / North of Market area, and there is a great need to establish a park for pre-school age children in the area; and

WHEREAS, the Recreation and Park Department identified a site at the northeast corner of Turk and Hyde Street which it wished to acquire as a park site to devote to pre-school age children; and

WHEREAS, as part of the Case No. 95.120R, the 1995-1996 San Francisco Park and Open Space Program, the Planning Commission adopted Resolution 13868, amending Map 4 of the Recreation and Open Space Element of the General Plan, adding a site located on the northeast corner of Turk and Hyde Streets, AB 337, lot 21, to the category "Proposed Public Open Space;" and

CITY PLANNING COMMISSION

Case No. 96.332M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [Lot 3 in A.B. 336] to and deleting one site [Lot 21 in A.B. 337] from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 14427

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WHEREAS, The property owner has been unwilling to sell the property, Lot 21 in Assessors Block 337, and the Department of Real Estate has identified a similar property located on the northeast corner of Turk and Hyde Streets, Lot 3 in Assessor's Block 336, as a potential public open space and has been working with the property owner to acquire the site; and

WHEREAS, the Recreation and Park Department wishes to proceed with acquisition of Lot 3 in Assessor's Block 336 in order to provide a small park for pre-school age children, which is not now available in the area; and

WHEREAS, Prior to City acquisition of the property, the Planning Commission should amend Map 4, the "Citywide Recreation and Open Space Plan" of the Recreation and Open Space Element of the General Plan to:

- a, designate the site located at Lot 3 in Assessor's Block 336 as "Proposed Public Open Space, Acquire for or Convert to Public Open Space, as shown as item "a." in Exhibit A; and
- b. de-designate Lot 21 in Assessor's Block 337 from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space," as shown as item "b." in Exhibit A; and

WHEREAS, The project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. The project would not adversely effect existing neighborhood-serving retail uses or opportunities for employment in or ownership of such businesses;
2. The project would have no adverse effect on existing housing and neighborhood character;
3. The project would have no adverse effect on the City's supply of affordable housing;

CITY PLANNING COMMISSION

Case No. 96.332M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [Lot 3 in A.B. 336] to and deleting one site [Lot 21 in A.B. 337] from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 14427

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4. The project would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking;
5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors;
6. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake;
7. The project would have no adverse effect on landmarks or historic buildings;
8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas; rather it would result in City acquisition of the site located at Lot 3 in Assessor's Block 336, so that it would be developed as a park for pre-school age children. The site formerly designated for acquisition, Lot 21 in Assessor's Block 337, is not available for purchase due to an unwilling seller; and

WHEREAS, On June 26, 1997, the Planning Commission held a public hearing on the proposed amendment and adopted Resolution No. 14407, a Resolution of Intent to Initiate an Amendment to the General Plan; and

WHEREAS, On July 24, 1997, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the General Plan;

NOW THEREFORE BE IT RESOLVED; That the City Planning Commission, before acting on the proposed General Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, dated June 12, 1997, under General Rule Exclusion (State Guidelines Section 15061 (b)(3));

CITY PLANNING COMMISSION

Case No. 96.332M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [Lot 3 in A.B. 336] to and deleting one site [Lot 21 in A.B. 337] from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

Resolution No. 14427

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AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the General Plan, adding one site [Lot 3 in Assessor's Block 336] to, and deleting one site [Lot 21 in Assessor's Block 337] from the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan," as shown in **Exhibit A**;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors, so that the Board of Supervisors may take action on the amendment of the General Plan, in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on July 24, 1997.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe

NOES: None

ABSENT: Commissioners Lowenberg, Martin, Mills

ADOPTED: July 24, 1997

Case 96.332MR

Proposal to Amend Map 4, "Citywide Recreation and Open Space Plan"
of the Recreation and Open Space Element of the General Plan



Proposal to amend Map 4, to designate
the site as "Proposed Public Open Space,
Acquire For or Convert to Public Open Space"
a. A.B. 336, lot 3



Proposal to amend Map 4, to de-designate
the site as "Proposed Public Open Space,
Acquire For or Convert to Public Open Space"
b. A.B. 337, lot 21



Existing Rec. Park
Department Park / facility

Case No. 97.351M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [AB 3639, lots 5, 5a] to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 14429

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes to its General Plan; and

WHEREAS, Certain portions of the General Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the General Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, the Mission District has been designated as a "High Need Area" which should receive priority in providing additional public open space and recreation opportunities; and

WHEREAS, the Recreation and Park Department identified a site 23rd and Treat Streets [Lots 5, 5A in Assessor's Block 3639] as one of several alternative sites in the Mission District to be acquired as a park site, and the Planning Commission considered it and alternative sites in Resolution 13346, adopting the San Francisco Park and Open Space Program, Fiscal Year 1992-1993; and

WHEREAS, the Recreation and Park Department has determined to proceed with acquisition of the 23rd and Treat Street site [Lots 5, 5A in Assessor's Block 3639] as public open space and has removed the other sites from further consideration; and

WHEREAS, The project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. The project would not adversely effect existing neighborhood-serving retail uses or opportunities for employment in or ownership of such businesses;

CITY PLANNING COMMISSION

Case No. 97.351M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [AB 3639, lots 5, 5a] to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14429

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2. The project would have no adverse effect on existing housing and neighborhood character;
3. The project would have no adverse effect on the City's supply of affordable housing;
4. The project would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking;
5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors;
6. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake;
7. The project would have no adverse effect on landmarks or historic buildings;
8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas, and in fact would improve access to parks as it would result in City acquisition of the park site located at 23rd and Treat Street in the Mission District; and

WHEREAS, On June 26, 1997, the Planning Commission held a public hearing on Case 97.315M, and adopted Resolution No. 14408, a Resolution of Intent to Initiate a General Plan Amendment; and

WHEREAS, On July 24, 1997, the Planning Commission held a public hearing and considered testimony related to the proposed amendment; and

WHEREAS, The Commission deems the proposed amendment to be appropriate and desires to adopt it as part of the Recreation and Open Space Element of the General Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed General Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3));

CITY PLANNING COMMISSION

Case No. 97.351M

Amendment of the Recreation and Open Space Element of the General Plan adding one site [AB 3639, lots 5, 5a] to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan."

Resolution No. 14429

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AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the General Plan, adding one site [Lots 5, 5A in Assessor's Block 3639] to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan" as shown in Exhibit A;

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors, so that the Board of Supervisors may take action on the amendment of the General Plan in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on July 24, 1997.

Linda Avery
Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe

NOES: None

ABSENT: Commissioners Lowenberg, Martin, Mills

ADOPTED: July 24, 1997

Case No. 97.351MR

Proposal to Amend Map 4, "Citywide Recreation and Open Space Plan"
of the Recreation and Open Space Element of the General Plan



Proposal to amend Map 4, to designate
the site as "Proposed Public Open Space,
Acquire For or Convert to Public Open Space"

- a. Twenty Third & Treat Street
A.B. 3639, lots 5, 5A



Existing Rec. Park
Department Park / facility

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